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A NAVAL CAREER

DURING

THE OLD WAR:

Being a Narrative of the Life

OF

ADMIRAL JOHN MARKHAM

M.P. FOR PORTSMOUTH FOR TWENTY-THREE YEARS
(LORD OF THE ADMIRALTY, 1801–4, AND 1806–7).

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PREFACE.

The story of a good and useful life, which worked out its destined course three generations ago, when it can be pieced together in satisfying detail, is generally worth the telling. There is instruction to be derived from realizing the kind of work men had to do, and how they did it; and from contemplating the aspirations and hopes, the thoughts and wishes, the homes and home feelings of those who were here a hundred years ago, and whom we have succeeded. It is not often that we can do this. The great grandsires of most of us, and even many historical personages of those days, are mere shadows now—names marking dates, and nothing more. It is a welcome thing when one such can be brought before us, again acting his daily life, thinking and working, and becoming a reality. It is interesting and useful, even when he whom we thus learn to know does not bear a great name, and was not a foremost man in his generation.

It is only when the papers of one who has long passed away have been preserved with some completeness, that we can obtain this insight into the lives of those who were at work in our places a hundred years ago. In the present instance we are able to trace out the life-work of a naval officer, who was not in the first rank, but who saw a great deal of service, and was engaged in scenes and at places which are histori-

cally interesting. His private life and his family connexions also present passages which repay attention, and his parliamentary and official career is identified with measures which were important at the time, and are of interest now. To the naval profession there is much in such a life which makes a knowledge of it useful.

In the beginning of this century there was a publication called the *Naval Chronicle*, containing naval news of all kinds. Among other things each number had a biographical notice of some admiral or captain, with a portrait. These notices were sometimes entirely written by the subjects of them; and in most cases, though not always, the materials and portraits were furnished to the editor. There is no notice of the life of Admiral Markham in the *Naval Chronicle*, and no portrait. He did not approve of the system, as the following letter will show:—

"August 19th, 1804.

"Sir,—I must decline to supply materials for a biographical sketch to the *Naval Chronicle*. If I had been fortunate enough to have achieved anything worthy of commemoration, a posthumous detail of my services would perhaps be more satisfactory to the public than a partial review from the biassed pen of

"Your humble, obedient servant,

"John Markham.

"I have no portrait of myself."[1]

But Admiral Markham methodically preserved, docketed, and arranged all his official correspondence

[1] The Sir Thomas Lawrence belonged to his father, and was in South Audley Street. The portrait by Beechey was not yet painted.

and a considerable selection from his private letters. This must have been done because he thought that they might possibly be useful in the time to come, and, if this was so, he was willing that they should be utilized.

These considerations have led to the preparation, mainly from his papers so preserved and arranged, of a narrative of the life of Admiral Markham, whose active service afloat extended from 1775 to 1800, whose parliamentary career covered the period from 1801 to 1826, and who was a Lord of the Admiralty during two administrations. The gaps in the admiral's papers have been filled in by references to logs in the State Paper Office, to Gazettes, to the Jervis Papers in the British Museum, and to published works treating of the same period. In this way the story has been made tolerably complete.

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A NAVAL CAREER

DURING THE OLD WAR.

CHAPTER I.

ADMIRAL MARKHAM'S FATHER.

When materials have been preserved which tell the life-story of a public servant who has been actively employed for half a century, the labour of arranging and condensing them is generally well spent. For it is by the perusal of such narratives that a future generation is enabled to become acquainted with its predecessors. John Markham, the second son of a former Archbishop of York, was employed for a quarter of a century on active service afloat during very stirring times, and afterwards for a similar period in Parliament and in office; and it is believed that the narrative of his career will be found to be of sufficient interest to repay perusal.

It will first be desirable, however, to refer back very briefly to his parentage, so as to bring on the stage those persons who formed his surroundings, and influenced his early life.

The family of Markham was influential and prosperous in Nottinghamshire for several centuries, producing a bishop, two judges, many knights of the

shire and military commanders, two authors, and a traitor. But at last, in the lavish days of Elizabeth and James I., there succeeded a "valiant consumer of his estate."[1] Sir Robert Markham, of Cotham, was "a fatal unthrift and destroyer of this eminent family." Its place in Nottinghamshire knew it no more. Sir Robert's grandson, Daniel, began life as a London apprentice, was afterwards a volunteer under the Duke of York, and during the course of a military life he found himself quartered in Ireland in about 1680. Here he married the daughter of Captain Fennel, of Cappagh, by a daughter of General Fleetwood, and his son, William Markham, was born at Kilkenny in 1686.

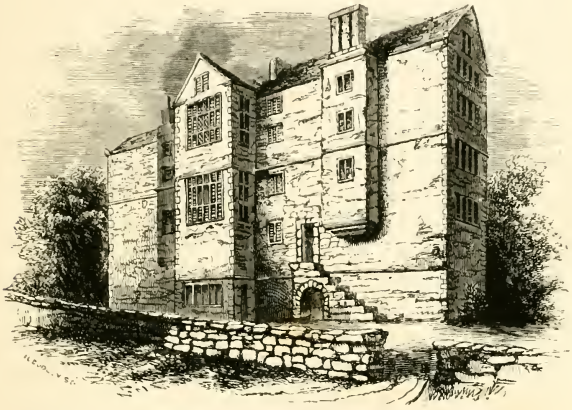
William entered Trinity College, Dublin, in 1706, and in 1711 he purchased a commission, and served in Spain under General Stanhope. He was, as a young man, of a jovial disposition, a writer of drinking-songs with rousing choruses, a lover of daring adventures, always volunteering for active service wherever it was to be found. But he was proud of his ancient lineage, very punctilious, and he fought at least one desperate duel with swords behind Montague House. He married his distant kinswoman, Elizabeth, daughter of George Markham of Worksop Lodge,[2] in

[1] Thoroton.

[2] This curious old manor-house is still standing, and is now a farm-house on the Duke of Newcastle's property, in the valley of the Ryton, which flows by Worksop and Osberton to join the Idle. The house consists of a centre, with gables slightly projecting, and two wings. The centre has a basement and two lofty, spacious rooms, one above the other, extending from the back to the front of the house. The lower room was the entrance-hall, and a flight of steps outside once led up to it. There are large windows with stone mullions. The walls are of great thickness, and in one wing a solid pillar of masonry rises to the roof, with a staircase winding round it of square

Nottinghamshire, in 1717, and for about ten years he was settled at Kinsale, in Ireland, on a captain's half-pay, eking out his scanty income by keeping a school. Here his three sons, William,[3] George, and Enoch, were born, and here his wife died on July 17th, 1732.

The retired officer now devoted all his energies to the education of his children. His second son George in due time entered the navy, the youngest, Enoch,



WORKSOP LODGE.

eventually went to the academy at Woolwich, to be prepared for the army; and he carefully trained his eldest boy, and lavished most of his attention upon one who well repaid it in after-life. He was disappointed in his expectation of succeeding to the estate of his maternal uncle Fennel, owing to what

oak beams. The house is covered with ivy, and its peculiar height and narrowness gives it a curious appearance—imposing from a distance.

[3] Baptized April 9th, 1719.

was strongly suspected to have been a forged will, and his friends advised him to have recourse to law. He declined, merely saying to his son, "Well, boy, you must work the harder for it. Perhaps it will be all the better for you."

Captain Markham's means were very narrow, but he was resolved that his son Billy, the heir at least to an ancient and honourable lineage, should have the best education that England could supply. He should have the opportunity of restoring the fortunes of the old family. So with an income of about 100*l.* a year, the major and his little sons came up to London, and took lodgings in Vine Street, on the south side of St. John's Churchyard, at the back of Westminster Abbey.

Vine Street was named from the vineyards within the Mill Ditch, which in ancient times belonged to the palace of Westminster. It ran into Millbank, and Strype, in 1720, described it as "a pretty handsome open place." Millbank then extended along the margin of the Thames from Old Palace Yard to the house and gardens of the Earl of Peterborough, near the site of the present penitentiary. In 1728 St. John's Church was built, with those surprising pepper-pot belfries at the four angles, by an absurd architect named Archer; and Vine Street then formed the southern side of St. John's Churchyard.[4] Major Markham (he had attained that rank in 1733) had a neighbour in the same street, in the person of the Rev. Charles Churchill, lecturer in St. John's Church, and also Rector of Rainham, in Essex. Here, in Vine Street, young Charles,[5] the future poet, was born in

[4] The houses round the church were built in 1728, and called Smith Square.

[5] Like young Markham, Charles Churchill went to Westminster

February, 1731, almost too young to be the playfellow of the major's boys, the smallest of whom was now nearly six.

In Vine Street the major again strove to eke out his scanty means, this time by writing and engrossing for two solicitors of extensive practice. He painted with great taste, and another small source of income was derived from painting fan-mounts, which he is said to have sold in disguise in the streets. He thus struggled manfully against poverty, while Billy was entered as a scholar at Westminster on June 21st, 1733, being just fourteen years of age. His early days had been passed with his parents and little brothers at Kinsale, and he spoke of occasional fishing-excursions with his father to the Shannon and to Bantry Bay.

The young scholar boarded with his father in Vine Street, and soon gained the notice of his masters by

as a home boarder, coming back to Vine Street for his meals and to bed. He began school life at eight, in 1739, but at seventeen he fell in love with a young lady, and was married in the Fleet. So he had to leave school, took orders in 1753, and was for some time his father's curate at Rainham. But he was unhappy and discontented, and disputes with his wife led to total separation in 1761. In 1758, on his father's death, he had been elected lecturer and curate of St. John's by the parishioners, where, as he says,—

"Sleep at my bidding crept from pew to pew."

His irregular habits obliged him to resign, and he then adopted poetry as a profession. He published the "Rosciad" in 1761, which was completely successful. His other poems followed. The friend of Wilkes, he went to Boulogne to see him, and died there on November 4th, 1764, aged only thirty-three. Walpole spoke of him as "a meteor that had shone for four years, and never so brightly as he might have done." He was a constant play-goer, and fond of midnight orgies, brilliant, witty, generous; the schoolfellow and friend of Lloyd, Colman, Thornton, Cumberland, Cowper, and Warren Hastings.

his quickness and intelligence. Both Dr. Nicoll,[6] the head-master, and Dr. Johnson,[7] the under-master, were men of learning and discernment, and the poet Cowper, who was at Westminster from 1741 to 1749, bore high testimony to the qualities of Dr. Nicoll as a teacher. During the year previous to the boy's entry into college, we get a glimpse at the life of father and son in Vine Street, from some of the major's old pocket-books that have been preserved. Here are carefully copied the letters from Dr. Nicoll, reporting the satisfactory progress and exemplary conduct of his son, with his grateful but stately replies ; here, too, are the receipts to cure Billy's ailments, and the bills for his clothes, which were so hard to pay. The inmates of those humble lodgings formed a happy pair. The old officer was toiling all day, it is true, at his uncongenial copying work, but it was a labour of love. He was cheered by the appearance of his bright and clever boy at meal-times, and when they passed the evenings together and chairs were drawn to the fire, the lad

[6] John Nicoll was the son of the Rev. John Nicoll and Mary Butler his wife. He was born at Preston Capes, in Northamptonshire, in 1683, and educated at Westminster School. In 1704 he went to Christ Church, and became head-master of Westminster in 1733, the year of young Markham's entry. He resigned in 1753, being appointed a Canon of Christ Church, where he died in 1765, aged eighty-two. He was buried in Christ Church Cathedral at Oxford.

[7] James Johnson, the son of a clergyman, was born in 1706, educated at Westminster School, and elected to Christ Church, Oxford. He became under-master in 1733 until 1748. In 1743 he was given the rectory of Berkhampstead. An accusation was brought against him, and his old schoolfellow William Murray (afterwards Earl of Mansfield), that he had drunk the health of the Pretender. He was ably defended, in the House of Lords, by his friend Dr. Drummond, Bishop of St. Asaph (afterwards Archbishop of York), and acquitted. Dr. Johnson became Bishop of Worcester in 1759, and died in 1774.

was entranced by many an old campaigning story of distant lands. Day by day the father's hopes were strengthened, and his confidence in the brilliant young scholar's future was increased.

In June, 1734, William Markham came out first in the challenges, and got head into college. He had then to leave his father's lodgings. The major could not, of course, see so much of him; and when he was elected a student of Christ Church in 1738, after having been for a year captain of the school, the old soldier no longer felt any anxiety for his boy. He threw aside his drudgery of copying for solicitors, and resumed active service in the army. In 1742 he was second major to Colonel Folliot, and in 1750 major of Lascelles' Regiment. In 1755 he was serving in Nova Scotia, and is said to have built the first house in Halifax. He acquired 5000 acres of land in the province of New York, portion of a tract purchased from the original Indian proprietors.

But he was not inclined to settle on his land. He longed to see his boy once more, who had become head-master of Westminster. So he embarked for Canada, with all his worldly goods, in April, 1756, and was shipwrecked on the island of Anticosti. At length he was taken on board a merchant-ship bound for England, but was again doomed to disappointment. He was taken prisoner by a French privateer, and landed at Rochelle, whence he was sent inland to Niort, and detained there for upwards of a year. He was exchanged in 1757, and finally retired. In his own phrase he "was enabled to dedicate the remainder of his life to the pleasing enjoyment of solitude and the muses."

Among William Markham's schoolfellows at West-

minster was Thomas Sheridan, actor and writer, the author of the Life of Swift, and father of the better known Richard Brinsley Sheridan. Granville Leveson Gower, the future Marquis of Stafford, and a prominent statesman in the days of Chatham and his son, was another schoolfellow. To these may be added Devisme, the diplomatist; Francklin, the editor of Sophocles; and Edmund Burton, the accomplished classical scholar, and translator of the satires of Perseus. Richard Howe, the future Admiral Lord Howe, was also at Westminster, and probably at this time, having been born in 1725; and Augustus Keppel, the future Admiral Lord Keppel, born in 1727. They were not in college, but must have been at school with William Markham.

At Oxford William Markham continued to pursue his studies with unabated ardour, and was considered one of the best scholars of his time. He excelled in Latin versification. Several of his compositions were published in the "Carmina Quadragesimalia,"[8] and some were afterwards collected and printed by the late Archdeacon Wrangham. His elegant Latin version of Shakespeare's "Seven Ages of Man" was much admired,[9] and his "Judicium Paridis" was highly esteemed by competent judges[1] Friends with classical tastes, such as Mr. Hewett, of Shireoaks,[2]

[8] The first volume of the "Carmina Quadragesimalia," by students of Christ Church, was printed in 1723. The second volume appeared in 1748, and contained twenty-three pieces by William Markham.

[9] "Carmina Quadragesimalia," vol. ii. p. 69. "An motus circularis sit maxime naturalis?" Aff.

[1] Published in the "Musæ Anglicanæ," vol. ii. p. 277.

[2] *Archdeacon Robert Markham to the Archbishop of York* (his father), October 3rd, 1795:—

"I slept at Shire Oaks last night, and before supper read over

and the late Mr. Ford, the Bampton lecturer,[3] cherished many of his best compositions among their most valued treasures. But the author himself produced them with such facility that he never thought them of any value.

William Markham graduated M.A. in 1745, and proceeded D.C.L. in 1752. After taking his degree he continued to reside at Oxford, undecided what career he should follow, while the bent of his genius inclined him to his father's profession. He visited France and Italy during this time, going over those classic spots on which he had often dwelt in spirit, with intense interest and pleasure, and he extended one of his journeys as far as Venice. In the year 1753 his future was decided. He was offered the distinguished post of head-master of Westminster School, succeeding his own old master, Dr. Nicoll. After some hesitation he was induced to accept this responsible position. He was then ordained, and became chaplain to George II. For the eleven following years, from 1753 to 1764, he was head-master, residing in the house in Dean's Yard, attending to his duties, cultivating the society of

several of your Christ Church productions, which Mr. Hewett has preserved, and sets a great value upon. I have copied one which you may very probably have forgotten, and I therefore send it, thinking it may call back some pleasing recollections to your mind.'

John Thornaugh, Esq., of Osberton, assumed the name of Hewett, on succeeding to the estate of Shire Oaks, near Worksop. He married a sister of Sir George Saville, and his daughter and co-heiress married Mr. F. Foljambe of Aldwark, who thus became owner of Osberton. The great-grandson of this Mr. and Mrs. Foljambe is the present Francis Foljambe, Esq., M.P., of Osberton and Aldwark.

[3] The Rev. Thomas Ford, Vicar of Melton Mowbray, and Bampton lecturer, uncle of Mr. Richard Ford, the author of the "Handbook of Spain." A copy of the Archbishop's Latin version of the "Seven Ages of Man" was copied on the fly-leaf of the edition of Shakespeare which was for many years his companion.

literary men and artists, and encouraging the young and aspiring with counsel and often with substantial help. His greatest and most intimate friend was William Murray, the future Chief Justice and Earl of Mansfield,[4] who was his senior by fifteen years. Sir Joshua Reynolds was also a guest in Dean's Yard;[5] but it is in his cordial encouragement of young men, still unknown and with their names to make, that Dr. Markham's disinterested goodness of heart is best shown. Out of his small income while at Oxford, he placed a distant kinsman at Christ Church, maintained him there, and made provision for him afterwards. He repeated this in the case of another young undergraduate who was suddenly reduced to poverty. He had just then set up two horses; but he gave them up, as well as other indulgences, and spent the money thus saved in supporting his friend. When Edmund Burke first came to London, young, proud, and almost unknown, he was befriended by Dr. Markham, and warmly encouraged in his early efforts. The acquaintance commenced in 1753, and in 1758 Dr. Markham was godfather to Burke's only son Richard.[6] The "Essay on the Sublime and

[4] Fourth son of David, fifth Viscount Stormont, born at Scone in 1704. He got head into college at Westminster in 1719, and was elected a scholar of Christ Church, Oxford, in 1723. Called to the bar, 1731; Solicitor-General, 1742; Attorney-General, 1754; Chief Justice, 1756, and created Lord Mansfield; 1759 in the cabinet. In 1786 he retired, and died at Kenwood in 1793, aged 89. He was created an Earl in 1776, with remainder to his nephew, Lord Stormont.

[5] Sir Joshua mentions dining with Dr. Markham in 1759, in 1765, and 1769. In October, 1760, Dr. Markham sat for his picture to Sir Joshua, and again in April, 1777. The Archbishop attended Sir Joshua's funeral in 1792, with Sir George Beaumont, Sir Charles Bunbury, and many other friends.

[6] Edmund Burke sent his son Richard to Westminster.

Beautiful" was corrected throughout by Dr. Markham before going to press, and revised by him afterwards,[7] and he also assisted and advised Burke in his work connected with the "Annual Register." In 1759 Dr. Markham used all the interest he possessed to obtain the consulship at Madrid for his young friend. There is a letter to the Duchess of Queensberry, dated this year, asking her assistance with Mr. Pitt, in which Dr. Markham speaks of Burke in the strongest terms of affection and esteem. But the appointment was not obtained. Burke became secretary to single-speech Hamilton, and soon afterwards began his Parliamentary career. William Burke, the future statesman's kinsman, was also on terms of affectionate intimacy with Dr. Markham,[8] who thus wrote to him in 1765, when Ned (as Edmund Burke was called by his nearest friends) first entered public life as private secretary to Lord Rockingham, and member for Wendover:—"I should be grieved to hear Ned was ill at any time, and particularly at so critical a time as this. I think much will depend on his outset; I wish him to appear at once in some important question. If he has but that confidence in his strength which I have always had, he cannot fail of appearing with lustre. I am very glad to hear from you that he feels his own con-

[7] Letter from Captain Markham to his wife, dated February 21st, 1800. Captain Markham had seen the original manuscript.

[8] Referring to this affection, Edmund Burke thus wrote to Dr. Markham when Bishop of Chester, in 1771: "William loved your Lordship, and would have died for you. I am thoroughly persuaded he would. He had the most ardent affection for you, and the most unbounded confidence in you." ("Correspondence of E. Burke," vol. i. p. 318.) William Burke was at Westminster. He was Under Secretary of State in 1765 and 1768, Commissary-General of the Forces in India in 1782, and much valued by Lord Cornwallis. He came home in 1793, and died in 1798.

sequence, as well as the crisis of his situation. He is now on the ground on which I have been so many years wishing to see him." [9] Alas! that in the time to come these feelings should have been altered. In 1770 Dr. Markham's political opinions certainly coincided with those of Edmund Burke. Both were supporters of Lord Rockingham. But in 1771 Dr. Markham first felt bound to censure parts of his friend's conduct. Burke already held a prominent position in Parliament, but he could not reconcile himself to the loss of Markham's good opinion, and he wrote an explanation and defence of himself which covers sixty-two printed pages.[1] The old friendship was again renewed, and on this occasion it must be confessed that the censure appears to have been too violent, and strangely at variance with the writer's character, while the exculpation was respectful and dignified.[2] But the divergence of views increased; and at last the trial of Warren Hastings brought to an end a friendly intimacy which had endured for thirty years. In the Westminster days, however, it was in all its early vigour and freshness. Another much younger man, who afterwards attained eminence, was, we know, indebted for many kindnesses to Dr. Markham. George Canning has said so,[3] but it is only through some such

[9] "Burke Correspondence," vol. i. p. 92. The letter is dated 29th Dec., 1765.

[1] Ibid., pp. 276—338. The attack appears mainly to have arisen from a belief that Burke was the author of "Junius."

[2] In this defence Burke alludes, with pleasure, to "innumerable conversations that we have had together for many years."

[3] Letter from Mr. Canning, when Prime Minister, to the Rev. David F. Markham, dated July 31st, 1827. It must have been one of the last letters Mr. Canning ever wrote. In announcing Mr. Markham's nomination to a canonry of Windsor, he adds: "It is a great satisfaction to me to make this communication to a grandson of the

chance expression of gratitude that these instances are not lost, with many others. For the good head-master was one who did not let his left hand know what his right hand did.

The under-master was Pierson Lloyd, whose son was the intimate friend of the poet Churchill, and the friend also of Colman, Thornton, and Cowper. It is likely, therefore, that Colman and Thornton, as young men of talent with literary pursuits, were among the acquaintances of Dr. Markham.

Among his pupils was Jeremy Bentham, who described his master in the following terms:—"Our great glory was Dr. Markham. He was a tall, portly man, and high he held his head. He had a large amount of classical knowledge. His business was rather in courting the great than in attending to the school. He had a great deal of pomp, especially when he lifted his hand, waved it, and repeated Latin verses. If the boys performed their tasks well—it was well; if ill—it was not the less well. We stood prodigiously in awe of him; indeed, he was an object of adoration."[4] This is a schoolboy's caricature, but it is not an unkindly one, and it is worth recording. Dr. Markham's favourite pupils were Cyril Jackson,[5]

late Archbishop, to whom I am indebted for many kindnesses in years now long gone by."

[4] Jeremy Bentham, son of a solicitor in London, was born in 1748, and went to Westminster School in 1756. He was there until 1761, when he went to Oxford. In 1772 he was called to the bar. He travelled from 1785 to 1788, and was some time in Russia. His works on government and political economy were numerous. He died in 1832.

[5] Cyril Jackson's father was a surgeon at Stamford, where he was born in 1743. He was sent to Westminster, and got head into college in 1760. He was student of Christ Church in 1764; Sub-Preceptor of the Princes, 1771; Canon of Christ Church, 1779; Dean,

afterwards Dean of Christ Church, and Archibald Macdonald,[6] the future Chief Baron. Master and pupils were warmly attached to each other, and friendships were then formed which lasted through life.

In 1758 Dr. Markham presented the scenery for the Westminster Play, which was designed by Athenian Stuart, the antiquary. It lasted for fifty years, and when Dr. Carey presented a new set in 1808, the old designs were strictly adhered to.[7]

Dr. Markham had the pleasure of welcoming his father back from his tedious detention in France in 1757, and of making the veteran's declining years comfortable and happy. The love and devotion lavished on the little Billy of the Vine Street days, were well repaid to the old major by the sight of his son in the position of trust and honour which he had won by his conduct and abilities.

On June 16th, 1759, Dr. Markham was married at St. Mildred's Church, in Bread Street (City), to Sarah,

1783. He retired in 1809, and died in 1819. He refused two bishoprics. Dr. Jackson was not only an accomplished classical scholar, but also an able mathematician. His portrait in Christ Church Hall is by Owen.

[6] Archibald Macdonald was a son of Sir Alex. Macdonald, of Slate, by a daughter of the Earl of Eglinton. He was born after his father's death in 1746. He went from Westminster to Oxford in 1764, and was called to the bar in 1770. In 1777 he married Lady Louisa Gower. In 1788 he was Attorney-General; Chief Baron, 1793. He resigned in 1813. He died in 1826, aged seventy-nine, at his house in Duke Street, Westminster.

[7] Carey's scenery lasted until 1858, when the present beautiful scene was designed by Mr. Cockerell. It is remarkable that Edward Salter, as captain of the school, spoke the prologue describing the Markham scenery when it was first used in 1758, and his son, also Edward Salter, spoke the prologue as captain when the scenery was last used in 1808.

daughter of John Goddard,[8] a wealthy English merchant at Rotterdam. The young lady was twenty-one, having been born on February 14th, 1738. Her husband was forty. The fruit of this union was thirteen children, six sons and seven daughters, born between 1760 and 1783.[9]

Mrs. Markham received the sum of 10,000*l.* from her father, the rest of his great wealth going to her only brother; also John Goddard. He was settled at Woodford Hall in Essex, and died very rich in 1798—a stiff, formal, cold-hearted man.[1]

[8] John Goddard, son of Holland Goddard, Esq., by his wife, Sarah Wyke, was born at Bristol on June 1st, 1690. In 1714 he settled at Rotterdam as a merchant. On September 1st, 1738, he married Miss Elizabeth Smith, at Dovercourt, near Harwich. By her he had two children, John and Sarah. His sister Ann married Nathaniel Wraxall, of Mayse Hill, near Bristol, grandfather of the first baronet and memoir-writer. John Goddard died in 1766, and his body was taken to Cork, and interred in the grave of his ancestors at St. Finbarry's Church.

[9] Children of Dr. Markham:—

1. William, born 5 April, 1760. (Baptized in Westminster Abbey.)
2. John, born 13 June, 1761.
3. George, born 20 March, 1763.
4. Henrietta Sarah, born 30 May, 1764.
5. Elizabeth Catherine, born 5 Aug., 1765.
6. David, born 1 September, 1766. (Baptized in Westminster Abbey.)
7. Robert, born 28 March, 1768.
8. Osborne, born 27 May, 1769. (Baptized at St. George's, Bloomsbury.)
9. Alicia Harriette, born 15 Feb., 1771. ,, ,, ,,
10. Georgina, born 23 October, 1772. ,, ,, ,,
11. Frederica, born 23 February, 1774. ,, ,, ,,
12. Anne Katherine, born 25 May, 1778. ,, ,, ,,
13. Cecilia, born 9 February, 1783. ,, ,, ,,

[1] John Goddard (junior), by his wife, Henrietta Maria Hope, daughter of Henry Hope of Boston (who was worth 600,000*l.*), had three daughters, his co-heiresses:—

1. Anne, married her father's chief clerk, John Williams, who took the surname and arms of Hope in 1811. Their daughter, Harriet, in 1818, married Renaud de Ginkel, 8th Earl of Athlone. Her son, the last Earl, died childless in 1843.

In 1765 Dr. Markham resigned his post as head-master of Westminster, on accepting the Deanery of Rochester;[2] and on October 23rd, 1767, he became Dean of Christ Church, and presided for nearly ten years over his old college.[3] He took a house in Bloomsbury Square in 1769. On January 26th, 1771, he was promoted to the See of Chester,[4] and on the following April 12th was selected for the very responsible post of preceptor to the young princes.[5] He chose his great friend and pupil, Dr. Cyril Jackson, to assist him as sub-preceptor. The Prince of Wales was not quite ten years old, and Prince Frederick a year younger. A volume of their letters to the Bishop of Chester has been bound, and is still preserved.[6] At Chester the Markhams strengthened an old friend-

2. Sarah, married John Langston, Esq., of Sarsden, in Oxfordshire, and, with five daughters, had a son, James H. Langston, Esq., M.P. for Oxfordshire, 1826-35, whose only daughter and heiress, Julia, married the Earl of Ducie in 1849.
3. Henrietta, married, in 1796, to Admiral Sir Charles M. Pole, Bart., who died in 1830, leaving three daughters: Anna Maria, who died unmarried; Charlotte, also died unmarried; and Henrietta Maria, wife of William Stuart, Esq., grandson of the 3rd Earl of Bute.

All the Goddard wealth went to the Hopes, except a small legacy to Lady Pole. These three Miss Goddards were the only cousins the Markhams had on the mother's side. They had none on the father's side.

[2] During Lord Rockingham's administration, 10th of July, 1765, to 1st of August, 1766.

[3] During Lord Chatham's administration, and that of the Duke of Grafton.

[4] During Lord North's administration.

[5] George, Prince of Wales, and Frederick, Bishop of Osnaburgh, afterwards Duke of York.

[6] The Bishop of Chester resigned the post of Preceptor to the Princes, on May 28th, 1776, having held it five years.

ship with Sir John Skynner,[7] afterwards Chief Baron, and became very intimate with his wife and her sisters, the Miss Burns. At that time Sir John was a Judge on the Chester Circuit, and he became Chief Baron in 1777, the same year in which Dr. Markham was appointed Archbishop of York.

The foregoing brief sketch of the early struggles, and subsequent successful career, of Dr. Markham, seems necessary for the sake of clearness and to explain future allusions, before the Archbishop's sailor son is introduced to the reader.

[7] John Skynner was born in London in 1723. He was educated at Westminster, and went thence to Christ Church, Oxford, in 1742. Called to the bar, he became Queen's Counsel in 1771, and a Welsh Judge in 1772. In 1777 he was appointed Chief Baron, which post he resigned in 1787; dying in 1802. His portrait, by Gainsborough, is in Christ Church Hall. He married Miss Burn, and his only daughter married the Right Hon. Richard Ryder, brother of Lord Harrowby.

CHAPTER II.

SCHOOL DAYS.

The western outer wall of the abbey buildings at Westminster, facing what is now Great Dean's Yard, is very ancient. In former times it was lower, and was broken by massive square towers with vaulted passages under them leading to the cloisters and to Little Dean's Yard and the school, formerly the ancient dormitory. In the time of the monks the grated narrow windows in the old wall gave light to the guest-house, store-rooms, cellars, and buttery, which were in the rear of the great refectory and misericorde. From Queen Elizabeth's time this part has been converted into canons' houses, and the part of the old buttery next to the archway in Little Dean's Yard, and directly in the rear of the misericorde, became the head-master's residence. The dining-room, with windows opening to Great Dean's Yard, contains a series of portraits of head-masters, from Camden downwards.

Dr. Markham lived in this old house as a bachelor for six years; and here he entertained Sir Joshua Reynolds, Edmund Burke and his kinsman William, and many other men of letters and old Oxford friends. Here took place "the innumerable conversations" to which Burke alludes in his correspondence, and there

was hospitality and a genial welcome to all struggling merit and all rising talent. To this home Dr. Markham brought his young bride in 1759; and in it their first child was born on April 5th, 1760. He was baptized in Westminster Abbey on May 3rd, receiving the name of William, after his father.

Mrs. Markham, however, preferred the country-house at Chiswick, which was rented by the head-master, and they often went there, especially during the holidays. The connexion of Westminster with Chiswick commenced in the days of Queen Elizabeth. Dr. Gabriel Goodman, who was Dean of Westminster during nearly all the Queen's reign, was also a Prebendary of St. Paul's, holding the Prebend of Chiswick, the endowment of which consisted of a manor in the parish. He arranged that the Dean and Chapter of Westminster should become tenants of this manor, consisting of 140 acres of land, for ninety-nine years, and they continued to hold it on a lease of lives, renewable by fines. The Manor House was enlarged, and additional buildings were erected adjoining it, for a prebendary, a master, and attendants. This was in 1570. Old Fuller describes Dean Goodman's object to have been to secure "a retiring-place for the masters and scholars of Westminster, in the heat of summer or at any time of infection." Fuller adds, that this dean "with his own hands set a fair row of elms, now grown up to great beauty and height."[1] Goodman's successor, Dean Lancelot Andrews, who had so great a hand in the business connected with the translation of the Bible, often retired to Chiswick, taking two or three boys with him. "He never

[1] "Fuller's Worthies: Wales," p. 30.

walked to Chiswick for his recreation without a brace of young fry, and in that wayfaring leisure had a singular dexterity to fill those narrow vessels with a funnel."[2]

Dr. Busby resided at the Chiswick Manor House in 1657, with several of his scholars; and the names of Lord Halifax, the poet Dryden, and others of his pupils are said to have been carved on the walls. Afterwards the place was neglected. In 1706 the house was so decayed as to be wholly unfit for its intended use, and was patched up into small tenements for labouring people of the village. But it appears to have been rebuilt, or thoroughly repaired, between 1711 and 1732, for Dr. Friend resided at the Manor House, while he was head-master, within that period. Dr. Nicoll was the last head-master who lived at the Manor House;[3] for Dr. Markham appears to have rented the adjoining prebendal residence in the manor grounds from the Dean and Chapter, as his country-house.

The first six years of the married life of Dr. and Mrs. Markham were passed between Dean's Yard and

[2] Bishop Hacket, in his "Life of Archbishop Williams," p. 45.

[3] The Dean and Chapter continued to be tenants of the Chiswick Manor, paying a rent of 17*l.* 19*s.* 2*d.* to St. Paul's, and subletting for a sum of 30*l.*, with fines on renewal. This arrangement continued until the estates of the Dean and Chapter of St. Paul's were taken over by the Ecclesiastical Commissioners in 1866. The Commissioners purchased the interest of the Dean and Chapter of Westminster in their unexpired lease, and the interest of the purchase-money, now in the form of 1019*l.* consols, forms the school's "Chiswick Fund." The proceeds of the estate, after the house ceased to be used, was applied for the benefit of scholars when sick, and in allowances to a matron, and the "Chiswick Fund" is also so employed. The old Manor House was demolished some years ago, and the site is built over with villas.

Chiswick. During term time they lived in the official residence, while the holidays were spent in the pleasant country retirement at Chiswick Their second child was born in Dean's Yard, on the 13th of June, 1761, and baptized in St. Margaret's Church by Mr. Lloyd, the under-master of Westminster, on July 7th. He received the name of John, after his uncle Mr. Goddard. The third son, George, was also born in Dean's Yard, on March 31st, 1763, and baptized at St. Margaret's Church on April 27th, by Mr. Lloyd.[4] John was always called Jack by his family, and by his numerous intimate friends in after-life.

The two next children were girls, and both were born during the holiday time at Chiswick. Henrietta Sarah first saw the light in the Whitsuntide holidays, on May 30th, 1764, and was baptized in Chiswick Church on July 1st. The Bartlemytide holidays included the birthday of Elizabeth Catherine, which was on August 6th, 1765, and on August 30th she was baptized in Chiswick Church.

When young Jack was only four years old his father became Dean of Rochester, and the family re-

[4] The Rev. Pierson Lloyd was under-master of Westminster School during all the time that Dr. Markham was head-master, from 1748 to 1771. His life was embittered by the extravagance and profligacy of his son, Robert Lloyd, who was an usher at Westminster. Young Lloyd was the schoolfellow and bosom friend of Churchill the poet. Giving up his position as usher, he attempted to live by his pen, always in the society of Thornton, Colman, and Churchill, who often assisted him. His magazine failed, he was arrested for debt, and imprisoned in the Fleet. There he died in 1754, following his friend Churchill after a few days, and Churchill's sister, to whom he was engaged, died the same year. The broken-hearted old father lived on. Towards the close of his life, Dr. Markham, who never forgot an old friend, got him made a Prebendary and Chancellor of York. He died in 1781.

moved there in the autumn of 1765. In December all the children had the measles at Rochester,[5] and early in 1766 they were in a furnished house in Pall Mall. At this time another son was born, on September 1st, 1766, and baptized on the 23rd in Westminster Abbey. He received the name of David, after his father's friend, Lord Stormont, who was his godfather. Dr. Markham became Dean of Christ Church in 1767, and in 1769 he took a house in Bloomsbury Square.[6]

It was in 1769, when his father was Dean of Christ Church, that young Jack Markham was sent to Westminster School. He was only eight years old. His brother William had preceded him there by one year.

Dr. Samuel Smith[7] was head-master when Jack was at school, but with him so young a boy would have had little to do. The ushers were the exemplary Gerrard Andrewes, afterwards Dean of Canterbury and Rector of St. James's, Piccadilly; Mr. Grant, a writer of rather broad epigrams, who kept a boarding-house in Little Dean's Yard, which has gone by his name ever since, even to this day; and Samuel Hayes, who was known among the boys as "Botch" Hayes. But the most distinguished teacher was Dr. Vincent, first as usher and afterwards as under-master. The son of a London merchant, Wil-

[5] "Burke's Correspondence," vol. i. p. 93.

[6] The next son, Robert, was born at Oxford. All the younger children were born in Bloomsbury Square, and baptized at St. George's Church, Bloomsbury.

[7] Samuel Smith, the son of a father with the same names, was born in Westminster in 1733. He was educated at Westminster School, and elected from thence to Cambridge in 1750. He succeeded Dr. Markham as head-master, and held the appointment for twenty-four years. Resigning in 1788 he was appointed a Prebendary of Westminster, and died there in 1808.

liam Vincent was born in the city and was closely connected with Westminster as scholar, usher, undermaster, head-master, and finally dean, from his seventh year to the day of his death. Inspired with the spirit of Hakluyt, Dr. Vincent loved to collect information from any sailor or traveller he could meet, and in those days he was busily engaged in the preparation of his great work on the commerce and navigation of the ancients in the eastern seas.[8] It was from such a master that young Jack Markham received his first instruction at Westminster, and the boy's regard for Dr. Vincent is shown by the friendly messages to him at the ends of his earliest letters when a midshipman. Dr. Vincent had a remarkable power of riveting the attention of the scholars whom he taught, and there never was known an instance of a boy treating his teaching with levity, or not showing an eagerness to be present at, and to profit by, the lesson. A clear, sonorous voice, a fluent, easy, yet correct delivery, an expression at once familiar and impressive, rendered him a delightful speaker.[9] No better master could be found in England for training boys destined for the sea service.

Jack Markham was by no means the only aspirant for naval glory at Westminster, in those days. Little Henry Bisset was also going to sea. But while he was still a midshipman on board the *Flora* he was killed, in

[8] His "Voyage of Nearchus" was first published in 1797, and it was followed by the "Periplus of the Erythræan Sea," part i., in 1800. The second part was published in 1805. The whole series was published, in two volumes 4to., in 1807, under the title of "The History of the Commerce and Navigation of the Ancients in the Indian Ocean." This is one of the most important modern contributions to ancient geography.

[9] See *Gentleman's Magazine*, xcv. p. 633.

1780, in the action with *La Nymphe*. Home Popham, the future admiral and marine surveyor, was more fortunate. While at Westminster he showed versatility and precocity of talent, and even went to Cambridge at a very early age, before he joined the service. Among Jack's other schoolfellows there were several who attained distinction in after-life. Everard Home became a great physician. Charles Abbot was hereafter to be Speaker and Lord Colchester. Henry W. Agar was known afterwards as Lord Clifden. George Barrington as Lord Barrington. Thomas Strange became Chief Justice of Madras; James Affleck served in the American war and in India, and died a general and a baronet; Charles Hall was a future Dean of Christ Church; Jimmy Dodd was many years usher at Westminster; Spencer Madan was a Canon of Lichfield and translator of Grotius; Robert Hobart became fourth Earl of Buckinghamshire, Governor of Madras, and a colleague with his schoolfellow, both in the Addington and Grenville administrations; William Gartshore was afterwards his colleague at the Admiralty. Richard Burke, born in 1759, the beloved and only child of the great orator, was another schoolfellow. Among more intimate friends at school were George Rice (afterwards Lord Dynevor), his future brother-in-law; Augustus Pechell, whose friendship also continued through life; Thomas Partington, his neighbour in the country in years to come, when he was chairman of the Lewes Quarter Sessions; and George Kelly, another intimate friend hereafter, when he was Canon Residentiary of York. There was no lack of rising ability among the Westminster boys of those days, who worked with young Jack Markham in the old dormitory of the monks, and played with him

on the river, and in Tothill Fields. He was there for about six years, before entering that naval profession for which he had been destined.

While he was at school, his aged grandfather, Major Markham, died in his eighty-sixth year, on the 27th of May, 1771. He had just lived to see his son, of whom he was so proud and on whom he had lavished so much paternal care and love, enthroned as Bishop of Chester. Dr. Markham buried his father in the north cloister of Westminster Abbey, on the 1st of June, and the two elder boys who were at school, William and John, were at the funeral.

The holidays, during the later years of John's school time, were passed at Chester, or in Bloomsbury Square at Christmas-time, and we learn from his letters when a midshipman who were the friends that filled the boy's world in those early days. The favourite was Dr. Cyril Jackson, to whom he constantly sent messages. Next came Mr. Archibald Macdonald, the future Chief Baron, and the Miss Burns, Lady Skynner's sisters. But his warmest expressions of affection were reserved for his brothers and sisters. George was just going into college at Westminster as he left; David, Robert, and Osborne followed in succession. Of the girls, Harriet[1] and Elizabeth[2] were near his own age; the rest quite little things. Frederica[3] a baby, the two youngest not yet born.[4] "Kiss all the little ones for me a hundred times," is the boy's constant message.

[1] Mrs. Law. [2] Mrs. Barnett. [3] The Countess of Mansfield.
[4] Anne, who died unmarried; and Cecilia, Mrs. Goodenough.

CHAPTER III.

THE FIRST CRUISES.

It was on the 11th of March, 1775, that John Markham, at the age of thirteen years and nine months, was appointed to H.M.S. *Romney*, his first ship, under Captain Elphinstone, fitting out at Deptford. He joined her at Spithead early in June, his dirk[1] and outfit having been got at Portsmouth. On July 10th the *Romney* sailed for St. John's, Newfoundland, and the Westminster boy had his first experience at sea. She remained on the Newfoundland coast for two months, arriving at Spithead again with a convoy in the middle of November. The young midshipman was then allowed to go home for a short holiday at Chester, to tell of all the wonders he had seen, and to report whether he still liked the sea. On his way back to join the *Romney*, he was invited to pay a visit to his friends, the young princes, at the Queen's house.[2] Writing to the boy's father on the 16th of December, the Prince of Wales said:[3] "Dear *Admiral* Jack

[1] Now at Morland.

[2] So called in those days; now Buckingham Palace. George III. bought it from Sir Charles Sheffield in 1761, and settled it on Queen Charlotte.

[3] Letter from the Prince of Wales to Dr. Markham, Bishop of Chester, December 16th, 1775.

went last Thursday. We may say to him what Virgil makes Apollo say to Ascanius:—

"Macte novâ virtute puer; sic itur ad astra."[4]

Friendships formed by midshipmen going to sea for the first time are generally enduring, because they are associated with all the romance and freshness of early impressions. One of Jack Markham's messmates on board the *Romney* was young Edward Riou. They became great friends, and Markham introduced Riou to his family. Their friendship knew no change until the gallant Riou won a glorious death at the battle of Copenhagen.

Young Markham followed his captain when he got a new command. On March 26th, 1776, he joined H.M.S. *Perseus*, commissioned at Deptford by Captain the Honourable George Keith Elphinstone, a younger son of Lord Elphinstone. He could not have begun his professional career under better auspices, for Captain Elphinstone was the future distinguished Admiral Lord Keith. He was then a young post-captain, just twenty-eight, promoted the year before; but he already had the name of a smart and accomplished officer.

The *Perseus*[5] anchored at Spithead on the 2nd of July, 1776, and was ordered to proceed across the Atlantic to New York in charge of a convoy of eighteen sail of merchant-vessels. At that time the American colonists were in open rebellion, and the

[4] Æneid, lib. ix. l. 641. Dryden thus translates the line:—

"Advance, illustrious youth! increase in fame,
And wide from east to west extend thy name."

[5] The *Perseus* was coppered in 1776.

ocean was swarming with privateers. On July 4th the rebel Congress issued a declaration of independence, and on September 15th General Howe, with the royal army, occupied New York, while Washington was strongly entrenched on the heights of Haarlem in rear of the town. In this critical state of affairs the *Perseus*, with her convoy, sailed from St. Helen's Roads on the 30th of July.

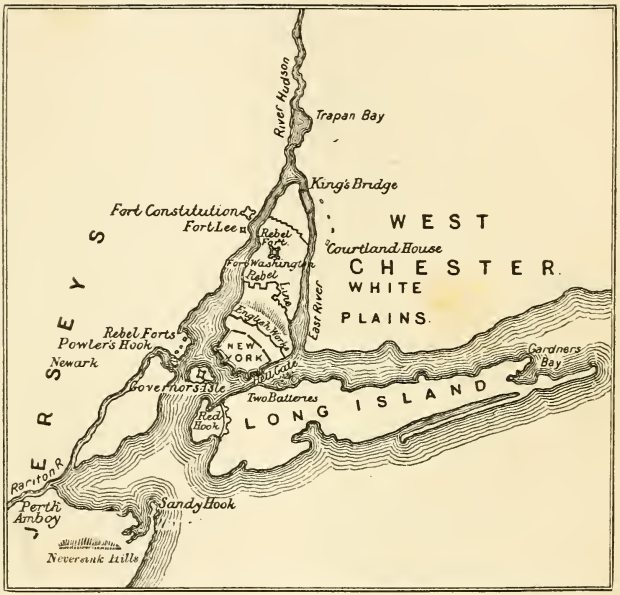
In those days a passage across the Atlantic, in charge of a convoy, was anxious and very exciting work. Whenever a strange sail hove in sight there was a chase, and every stitch of canvas that the ship would bear was crowded on her. For two days, during September, this excitement continued, until the *Perseus* at last overhauled the chase, and fired into her until she struck. She proved to be the *Viper* sloop-of-war, with a commission from the rebel Congress. The gunner, one petty officer, and six men were sent on board the prize. There was very little rest from this kind of fun, for on the 28th another chase struck, and proved to be the *Betsey* schooner. To his great joy young Markham was selected by Captain Elphinstone from among the midshipmen to take charge of the prize with four men, and he proudly assumed his first command. Next day there was a fresh gale, and the *Perseus* proceeded with the two prizes in company, sighting Sandy Hook on the 12th of October. On the 16th she went up to New York, where the fleet, under Vice-Admiral Howe, was at anchor, and young Markham, resigning his brief authority, rejoined his ship.

Next day the boy was standing in the gangway when a boat came alongside, and a weather-beaten old soldier officer asked whether there was a mid-

shipman named Markham on board the *Perseus*. Jack did not recognize the stranger until he came on deck, when he found that it was old Uncle Enoch, his father's brother. Enoch had passed many years in active service, with much generous aid from his brother. He had been a volunteer in America, had raised the 112th Regiment, or Royal Musketeers, of which he was appointed Major-Commandant, and was now Lieutenant-Colonel of the 46th. He looked over his nephew's kit, sent his servant to get a fresh supply of shirts, and took the boy on shore for a day or two to the camp on the White Plains. He then wrote home the following account:—

"An officer who brought some recruits for the 46th from England, told me there was a midshipman of my name in the *Perseus*, which ship convoyed them to America. I was going upon outlying picket for twenty-four hours' duty when I received this information. Next day the feelings of my heart, as I approached the ship, you are more capable of forming an idea of than I of describing. When we came near, a brother officer asked if a Mr. Markham was on board, and the reply was in the affirmative. We were soon in the ship. Until I got on board, Jack did not know me, I am so much altered. To my infinite joy, I find him much improved. He lay a night or two in the 46th camp. I was not fond of his making a longer stay, as his ship was preparing for sea. His linen wanted washing, it was all dirty, mildewed, and totally rotten. This I have learnt from my servant; and I shall write to Lieutenant Sykes, who is barrack-master at New York, that my nephew John may be recruited with shirts. Captain Elphinstone told me that the boy was always in the tops, and that he had

given him command of a boat to take possession of a Yankee privateer. I am flattered much by hearing everybody say he is a very fine boy, and that he will turn out an exceeding clever fellow."


River Hudson
Trapan Bay
King's Bridge
Fort Constitution
Fort Lee
Rebel Fort
Courtland House
WEST
CHESTER
WHITE
PLAINS
Fort Washington
Rebel
Line
East River
English Work
NEW YORK
Rebel Forts
Powler's Hook
Newark
Governor's Isle
Gardners Bay
Two Batteries
Red Hook
LONG ISLAND
JERSEYS
Raritan R.
Perth Amboy
Sandy Hook
Neverank Hills

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CHAPTER IV.

UNCLE ENOCH'S STORY.

The course of events on shore during the autumn and winter of 1776, cannot be described better than in the words of such an eye-witness as Colonel Enoch Markham. He was an old gentleman with very decided opinions, and said what he thought, without much circumlocution.

"I am much out in my judgment if Washington eats his Christmas dinner at the head of his army on New York Island. On the 11th of October General Howe marched, at ten o'clock at night, with about 13,000 men, but it was the 13th before he landed them on the continent at a place named (if I recollect right) White-stone, in West Chester County, near twelve miles from New York.[1] Since that, he has re-embarked his troops and landed them in East Chester County,[2] making the best of his way to King's Bridge, near which place he has gained some advantageous ground with small loss. Lieut.-Colonel Musgrave of the 40th was wounded, and Captain Evelyn of the 4th is dead of his wounds.[3]

[1] At Frog's Point according to Jared Sparks.

[2] At Pell's Point.

[3] This was William Glanville Evelyn, son of Dr. W. Evelyn, the Dean of Emly. He was the eldest son. His next brother John suc-

"The last of the German troops arrived here this day, the 22nd of October, and proceed up East River to join General Howe. On the 27th we moved towards the rebels with a brigade of English, and one of Hessians. We gained something better than a mile of country, but retreated next day to our old ground. Lord Percy very properly called it 'the little excursion.'

"On the 30th of October we embarked at Hellgate, and after a passage of about thirty miles by water in flat-bottomed boats, we landed at New Rochelle, and immediately marched to join General Howe's army at the White Plains. Here I learnt that Lieut.-Colonel Carr of the 35th was killed in forcing one of the rebel posts. He was a brother ensign of mine in the 24th Regiment. Not quite a year ago he had a legacy of 40,000*l.* left him. On November 4th we marched to Mile Square, where our brigade collected the winter forage round the country for the whole army. We brought in from seventy to eighty waggon-loads of hay each day, and sometimes wheat to make bread for us. This business was attended with much fatigue. On November 14th we marched to Courtland Manor, near King's Bridge, and on the 16th the heights commanding Fort Washington were stormed by two brigades of Hessians and Waldeckers under the command of Lieut.-General Kniphausen, and carried. Two hours afterwards the garrison in Fort Washington, to the number of about 3000, surrendered to Kniphausen. The place was so strong that 500 good troops might have defended the fort and heights against as many thousands. The heights

ceeded to Wotton in Surrey, under the will of the widow of Sir Frederick Evelyn, Bart.

are as difficult to climb as the Alps, with this difference, that they are almost impervious with trees. Every private carried a fascine before him in one hand, while he climbed with the other. In some places only one man could get up at a time, who assisted the man in his rear with his vacant hand. The Hessians and Waldeckers most deservedly received the highest applause for this action. The rebels did not suffer much. I went over the ground, and saw very few of their dead bodies. Long Island is entirely evacuated by the enemy.

"Our brigade, on November 25th, marched and crossed the river near Fort Washington to Fort Lee, which the rebels had abandoned on the approach of Lord Cornwallis, who had entered the Jerseys a few days before. We have been close on the heels of the rebels. They had only left Newark two hours before we entered the town.

"On December 2nd our brigade marched to Perth Amboy, where the 46th now remain, the other part of the brigade having left on the 5th. General Grant signified to me, I was only to remain here two or three days, but I am left without orders. General Howe is advancing towards Philadelphia, and I have received intelligence that Lee has landed in the Jerseys with seven or eight thousand men, and that another rebel named Sullivan is at the head of three thousand, forming Lee's advanced guard. General Howe (December 14th) is posted at Trenton, on the Delaware, Washington fortifying himself with the scattered remains of his army on the other side of the river. It would be dangerous for General Howe to attempt to ford the Delaware at this time of the year, without boats. Lord Howe and General Howe have published a proclama-

tion, offering free pardon to all persons on condition that within sixty days from the 30th of November, they will subscribe the following declaration:—'I, A.B., do promise and declare that I will remain in peaceable obedience to his Majesty, and will not take up arms nor encourage others to take up arms in opposition to his Majesty, so help me God.' Every commanding officer in every cantonment is to swear all those that come to him, and to give each a certificate.

"*Perth Amboy, December 14th*, 1776.—I have infinite trouble. From daylight to bed-time am I swearing them, and signing their certificates. Any of them who I have been told have been active rebels I make swear the following oath of my own composition:—'I, A.B., do most solemnly swear to be true to our Sovereign Lord George III., King of Great Britain, France, and Ireland, and to lay down my life and fortune, if occasion requires, in defence of his crown and dignity, and in maintaining his right of sovereignty over all America, and to give all the aid in my power to suppress the present unnatural rebellion, so help me God.' Many have taken this oath. The rebel Lee is a prisoner. Colonel Harcourt, of Burgoyne's light dragoons, was upon the scout with forty of his corps when he met a man whom he immediately charged with being a rebel, and in the service of Lee as a spy. The fellow hesitated, but the colonel told him that if he did not tell him all he knew he would put him to death. He then acknowledged he was one of Lee's spies, and that he had not long left him. The colonel told him he must conduct him to Lee, and he pointed out a house, which was at once surrounded. The colonel, with a subaltern and four men, entered and

seized Lee by the collar. His companion fired at the subaltern but missed, and in a moment that officer shot him dead. Lee asked the colonel whether he would not allow him to take his hat, but the reply was he could wait for nothing, and he dragged him out. Lee cried out, 'What, will you not allow me to take my horse?' The colonel said he would find one soon for him, and they made him walk about a mile, or rather run, when a horse was got, and he was taken to head-quarters. Lee expressed great concern that Washington had not reduced New York to ashes before he left it. General Howe refused to see him.

"*December 16th.*—Major Cuyler[4] arrived here from England. Winter quarters are fixed. Our army forms a chain of about ninety miles in length from Fort Lee, where our brigade crossed, to Trenton, on the Delaware, which river I believe we shall not cross until next campaign, as General Howe is returning to New York. I understand we are to winter at a small village near the Rariton River, and are to form a sort of advanced picket. There is mountainous ground very near this post, where the rebels are still in arms, and are expected to be troublesome during the winter.[5]

"A civil war is a dreadful thing; what with the devastation of the rebels, and that of the English and Hessian troops, every part of the country, where the scene of action has been, looks deplorable. Furniture is broken to pieces; good houses deserted and almost destroyed, others burnt; cattle, horses, and poultry carried off; and the old plundered of their all. The

[4] Cornelius Cuyler was born at Albany, near New York, in 1741, and was colonel of the 69th, afterwards general. He was created a baronet in 1814, and died in 1819.

[5] In the north part of New Jersey.

rebels everywhere left their sick behind, and most of them have died for want of care.

"*Sparkstown*, *December* 31*st*, 1776.—I marched in here from Perth Amboy on the 18th instant, and understand it is our winter quarters, though we have received orders to hold ourselves in readiness to march at the shortest notice. This is a straggling village. Three of my companies are detached from the rest, one of them not less than two miles off. Captain Stanley, brother of Lord Derby, is quartered here with part of his troop.[6] He is, I think, a well-informed young man, and one of the county members for Lancashire. My friend Marsh, of the 46th, has purchased the Lieut.-Colonelcy of the 49th, and is succeeded by Captain Ferguson of the 23rd Regiment, by character a very genteel man. Pray would it not be my interest to sell if I could get a good price, when the present rebellion is crushed? I have not the most distant idea of taking the least step in the matter without your approbation, but it would be an object now in my old days to realize something. In May next I shall enter the fiftieth year of my age. The interest on the regulation price of 3500*l.* would produce but a small income, yet as I am philosopher enough to accommodate my wants to it, I could contrive to live.

"The *Perseus*, I hear, has lately taken some prizes. Some time ago a valuable prize of hers was entirely lost upon the Jersey coast, the people saved. The last accounts of Jack were that he was perfectly well.

"I am sorry to acquaint you that the greatest part of a brigade of Hessians were surrounded by the

[6] The Honourable Thomas Stanley, born in 1753. He died in 1779.

NEW YORK
NEW JERSEY
Morristown
Newark
Fort Lee
Springfield
Sparkstown
Elizabethtown
NEW YORK
LONG ISLAND
Raritan R.
Sandy Hook
Brunswick
Perth Amboy
Princetown
Trenton
Schuylkill River
Philadelphia
River
Delaware
NEW JERSEY

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rebels on Christmas Day.[7] They were the frontier part of our winter quarters in the Jerseys. Six German brass three-pounders fell into the hands of the rebels on this occasion. About 300 Hessians retreated to Brunswick.

"On January 1st, 1777, an express arrived to me at Sparkstown, containing orders to march immediately to join General Matthew, who commanded at Brunswick, and to leave only an officer and thirty men to protect my baggage during my absence. As it was late before the order arrived, it was two o'clock in the afternoon when I began my march. At this time there was a general thaw, and cold raw wind with sleet and rain. It was a very dark night, and we were up to our knees in mire, crossing waters and mill-dams, every now and then walking over sheets of ice; officers and men continually tumbling. I myself had I know not how many falls, every moment expecting to be attacked by the rebels. I never was more fatigued. At last I could scarcely move. General Matthew[8] sent an officer to meet me and show me his quarters, to which I was just able to come. The general asked me if we were not in want of some refreshments. I then frankly told him we had neither food nor liquor, and he very politely said he would supply me with both. He pressed me to sup with him; which I declined, as I wanted rest more than anything else. Exhausted as I was, though my spirits were good, I crawled back to my quarters, where the general sent me a large

[7] At Trenton, on the Delaware.

[8] General Edward Matthew, of Clanville, County Hants, commanded the Guards' brigade in America. He married Lady Jane Bertie, sister of the last Duke of Ancaster, and was maternal grandfather of Sir Peregrine Maitland, who commanded the Guards at Waterloo.

piece of roast beef, one ditto boiled, a roast goose, and a dozen bottles of Madeira, port, and rum. This was a prodigious relief to us. I got to bed about twelve o'clock, but too tired to sleep. At about one o'clock the general called upon me to tell me he had just received orders to march instantly to Brunswick, and for this service I was to form the battalion as soon as possible, and cross the bridge over the Rariton River, drawing up on the opposite side to cover it while the cannon, stores, and baggage were crossed over. At about six in the morning we got to Brunswick, the road being as bad as that over which we before marched. I was now as much dead as alive. However, my spirits did not fail me. We occupied the first houses at the end of the town where the enemy were expected to attack, without taking off our accoutrements, until eight in the morning. Lord Cornwallis had marched from Princetown to Trenton, where he cut off many rebels and retook the place. While this was doing a part of the rebel army attacked our people at Princetown, where three regiments were left—the 17th, 40th, and 55th. The 17th immortalized themselves on this occasion, behaving like heroes. Almost singly they charged the first line of Washington's army, and drove it back upon the second. But there being a vast superiority to contend with as regards numbers, they were obliged to retreat. On the 3rd we had repeated accounts that Washington had not only taken Princetown, but was in full march upon Brunswick. General Matthew now determined to return to the Rariton landing-place with everything valuable, to prevent the rebels destroying the bridge there. We accordingly marched back to the bridge, one half on one side, the remainder on the other, for its

defence, never taking off our accoutrements that night.

"On the 3rd, Lord Cornwallis, hearing the fate of Princetown, returned to it with his whole force, but found that the rebels had abandoned it, upon which he instantly marched to Brunswick, arriving at break of day on the 4th. I then received orders to return to Sparkstown. Washington marched his army to Morristown and Springfield. At about the time I arrived at Sparkstown, a report was spread that the rebels had some design upon Elizabeth-town and Sparkstown. The whole regiment was jaded to death. Unpleasant this. Before day notice was brought to me by a patrol that he had heard some firing towards Elizabeth-town, about seven miles off. I immediately jumped out of bed, and directed my drum to beat to arms, as nothing else could have roused my men, they were so tired. Soon after this an express brought me positive orders to march immediately to Perth Amboy with all my baggage. At between six and seven the rebels fired at some of my men that were quartered at two miles' distance. I had before this appointed a subaltern's guard for the protection of my baggage. This duty unluckily fell upon the lieutenant of my company, which left it without an officer, the ensign being sick at New York. I immediately directed my lieutenant, who was a volunteer on this occasion, to march with his guard, that was then formed, to the spot where the firing was, while I made all the haste I could to follow him with the battalion. The lieutenant came up with them, and fired upwards of twelve rounds, when the rebels, perceiving the battalion on its march, ran off as fast as they could. Had I pursued them, I should

perhaps have given a good account of them, but the fear of losing my baggage, and being under positive orders to march immediately to Perth Amboy, I did not consider it a sufficient object. I therefore continued my march. My company lost a waggon loaded with their baggage by neglecting to protect it, and suffering the Yankee driver, who, I suppose, through fright, drove it off—to fall into the hands of the rebels. They had small parties skulking about us. Nine of them were killed in this affair, and our people saw them carry off three or four wounded. We had one killed and six men wounded, together with three sick men on the waggon that was taken, one of them in the height of small-pox. My lieutenant has lost all his baggage by this unlucky hit. I am the more concerned for his loss as he is only a soldier of fortune, and therefore can ill afford it. I feel, I think, what I should do if I was rich. His loss is, I believe, about 120*l*. Did the king know it I am sure he is too good to let him be a sufferer. Lieutenant Cameron behaved incomparably well in this action. The enemy were supposed to be near 300 in number, which was stronger than the regiment. Upon the first alarm of my people being attacked, I sent notice of it to Perth Amboy by a light horseman, not knowing how numerous the enemy might be, or what might be the result. At three miles' distance from Sparkstown I met part of the 33rd Regiment, with some volunteers from other corps, under the command of Lieut.-Colonel Webster from Perth Amboy.

"As it was possible that the rebels, whom we still believed to be hovering about, might enter Sparkstown for the sake of plunder, when they saw us march clear off, I proposed to Lieut.-Colonel Webster (after

having directed my baggage to proceed) to march back, he entering Sparkstown at one end, while I entered at the other. My scheme was approved; but on arriving there we were disappointed, as the rebels had taken a different route. We therefore marched to Perth Amboy that night without further accident. Our troops have also quitted Elizabeth-town, and marched on here.

"The only posts we now possess in the Jerseys are Powler's Hook, Perth Amboy, Bordentown, Rariton landing-place, and Brunswick. Happy it had been if at first we had fixed on no other posts in this province. Before the line we had to defend was ninety miles long, and our small number of scattered troops formed too weak a chain. This post of Perth Amboy is far from being a good one should Washington attack us. In that case we must march out to meet him and draw up at a little distance from the town, with our left on the Rariton River. There is no market here, and all we have to trust to is the king's allowance of provisions. Washington's success in the affair of the surprise of the Hessians has been the cause of this unhappy change in our affairs. It has recruited the rebel army, and given them sufficient spirit to undertake a winter campaign. Our misfortune has been that we have held the enemy too cheap. Our humane treatment of the rebels has been thrown away, for in general we find them destitute of gratitude, morality, and sentiment. They believe, for the most part, that the humanity we have shown them arises from our fears. It is not uncommon for these wretches to come to us, take the oath of allegiance, and then return to the rebellious scoundrels with all the intelligence they can collect.

"Vaughan commands here. He arrived on the 8th from Elizabeth-town. The rebels have spread themselves in flying parties all over the country, so that we cannot go beyond our sentries with any degree of safety. There being a plentiful scarcity of everything here, it is with great difficulty I contrive to live. If it was not for my faithful old soldier-servant I should starve. He answers the character of Sterne's Corporal Trim in "Tristram Shandy." He is a charming figure for a porter at a great man's gate, or for a yeoman of the guard. Lee has been sent to New York. Now he is a prisoner, I forget his faults and pity the man. How much it is to be regretted that such fine talents as he possesses should have been prostituted for such vile purposes!

"How provoking it is that our army, when it entered the Jerseys, was not provided with a single pontoon or boat, to enable us to cross the rivers when the enemy had broken down the bridges. Half a dozen might have been sent, for unless the object was Philadelphia, entering the Jerseys was absurd to the last degree. If we had had six flat-bottomed boats we could have crossed the Delaware without difficulty. We must remove the seat of war from the Jerseys now, owing to scarcity of forage and provisions. The whole garrison are every morning under arms at five o'clock to be ready for the scoundrels. (January 6th, 1777.)"

Colonel Enoch illustrated his letters with a very neatly-drawn map—for his brother took a keen interest in military operations—and pointed out the errors of commanders, as well as the causes of their success, with singular critical ability. The Bishop of Chester had a material interest in the American colonies. He had inherited a grant of 5000 acres in the New

York colony from his father, Major Markham. This he had been induced to increase, probably by the advice of and with a view to the benefit of his soldier-brother. At all events he added to his father's 5000 acres, a further grant of 15,000 acres, which he obtained on April 5th, 1774, in the names of himself and his brothers. Thus he now was proprietor of 20,000 acres of land in Tryon County, New York, with little prospect of ever receiving anything from it if the rebellion succeeded.

CHAPTER V.

THE PERILS OF A PRIZE-MASTER.

While the uncle was engaged in this harassing campaign on shore, the nephew was chasing privateers, cruising in bad weather, and fast becoming a thorough seaman in an admirable school. The *Perseus* sailed from New York on the 24th of October, 1776, and captured a prize on the 7th of November, being a New England brig bound to Surinam. On the 11th, the frigate anchored off Sandy Hook, and sent the pinnace and long-boat away, manned and armed with a party of marines, to cut wood. Next day, during a gale of wind, the prize was driven on shore up the Rariton River, and seized by the rebels on shore. Captain Elphinstone immediately sent the boats away manned and armed, and the prize was re-captured and burnt, as she could not be got off. The *Perseus* then went to sea, and, after a cruise in very rough weather, returned to New York on the 26th, with three more prizes in company.

During the winter of 1776-77 the *Perseus*, *Pearl*, *Roebuck*, *Camilla*, and *Falcon* sloop, cruised in company along the coast of North America, capturing numerous prizes. But it was rough work. There were constant gales of wind, and the provisions were abominable. In one day the *Perseus* had to condemn

998 lbs. of bread, and 85 lbs. of butter, and throw it all overboard. In February, 1777, this small squadron proceeded to the West Indies.

Young Markham had been very happy in his first ship, having won the approval and confidence of his captain, and made several lasting friendships among the officers. It had been a rough school, but a pleasant one. His greatest friend was, strange to say, the old carpenter, named Russell White. This worthy man was quite devoted to the youngster. "He is a very honest, upright man," wrote the boy to his father, "and understands his business well. He took care of my things, and always expressed great regard for me, and during all the time he has behaved to me with the greatest friendship. If you can do anything for him, you will repay one to whom I owe many obligations." Markham's time in the *Perseus* was drawing to a close. In the end of February there was another exciting chase, but this had long been almost an every-day occurrence. Soon the *Perseus* overhauled her, and made her strike her colours, off the island of St. Eustatia.[1] She turned out to be a privateer sloop of ten guns and eight swivels, with a crew of twenty-eight men, last from Tortola. Again young Markham was chosen, by the captain, to take charge of this important capture. He was only fifteen when he became prize-master of a sloop-of-war. Scarcely was he out of sight of the protecting *Perseus* when one of the enemy's cruisers gave chase, and he crowded all sail. "I took care never to let them come near me,"

[1] This was the Dutch island taken by Rodney in 1781, when he confiscated all it contained, on the ground that the inhabitants aided and abetted the enemy. For this charges were brought against him, and Burke contemplated impeachment.

he reported when he brought his charge safely into English harbour at Antigua.

It was at Antigua, in March, 1777, that he received the news of his father having become Archbishop of York in the previous December. "You may be sure the news gave me great joy," he wrote, "though I am sorry for Dr. Drummond's death, as I know he was a friend of yours."[2] The captain of the *Pearl* had died on the voyage down, and when Captain Elphinstone received the command of her, he took young Markham with him. There was already a rumour that France was contemplating a declaration of war in support of the revolted colonies. "If there is a war," wrote the boy, "the *Pearl* is the best ship I could join, as she is the finest of her class in the whole navy, and will take any two 32-gun frigates the French have." The *Pearl* was ordered to proceed to the mouth of the Delaware, where Captain Elphinstone was employed during April making a survey of the bay for the use of his Majesty's ships; but in May he again returned to the *Perseus*, taking young Markham with him. Cruising off the coast of the Carolinas, a large rebel merchant-vessel was chased and brought-to on the 24th of May. It was blowing hard at the time, and Markham was hurriedly put on board with a prize-crew, and ordered to make the best of his way to an

[2] Robert Hay Drummond was the predecessor of Archbishop Markham. He was a brother of Lord Kinnoul, was born in London in 1711, and was also educated at Westminster. In 1743 he was with George II. as chaplain at the battle of Dettingen, and preached the thanksgiving sermon. In 1761 he became Bishop of Salisbury, and Archbishop of York the same year. He built the new front at Bishopthorpe and the palace chapel. Dr. Drummond died on December 10th, 1776, and was buried under the altar of Bishopthorpe Church; aged sixty-five. His son succeeded as ninth Earl of Kinnoul.

English port. The crew consisted of four men from the *Perseus*, a boy named Knight, and four Americanized Frenchmen, part of the original crew of the prize, who were to assist in working her. Soon after he had taken command a violent gale of wind came on, during which she sprang a leak, and, notwithstanding every exertion in pumping, she became completely waterlogged: so that she was expected to founder every moment. In this extremity the English sailors, as is too often the case under similar circumstances, became insubordinate, brought a cask of spirits on deck, and drank to such an extent as to be lying about in a complete state of insensibility. Markham was at the helm, and the boy Knight was asleep on a coil of rope.

When the Frenchmen saw that their captors were in this helpless state, they determined to recover possession of the vessel. With this view, one armed with a musket, another with a cutlass, and the two others with handspikes, suddenly rushed upon Markham with the purpose of seizing or killing him. He, however, with prompt activity sprang aside, snatched up the iron handle of a pump which had been in use, and, attacking the musketeer, with one blow levelled him at his feet. He disabled the man with the cutlass, and drove the other two under the hatches, which he immediately battened down. With the help of the boy, who had been aroused by the scuffle, he then secured the two wounded men, and thus almost single-handed he retained command of the prize.

She, however, was still in a sinking condition, and, when his men came to their senses, he determined to examine the reason for her not having gone down long before. They found that the cargo consisted of barrel

staves and tobacco, so that she would float as long as two planks held together. Eventually, after much suffering, the prize-crew were rescued by a passing ship; but it was many months before they got a passage home and arrived in England.

In the meantime the news of the young midshipman having been lost at sea was brought to his relations, and they went into mourning; for Captain Elphinstone had written home to say that it was impossible he could be saved. But the boy reached an English port, and was at dinner at an inn in the town when he heard two gentlemen conversing. One was saying to the other, "Ay, poor fellow, he went down in the prize with all hands, to the great grief of the Archbishop's family." He naturally asked to whom they alluded, and to his astonishment he found that they were talking about himself. He disclosed who he was, and we can easily imagine the joy and delight of his family when they found he had been so miraculously preserved.

The lad had fairly earned a short holiday on shore, which he thoroughly enjoyed, visiting Bishopthorpe for the first time, playing with his little sisters, and seeing his brothers at school, "those great Westminster men" as he calls them. His friend Sir Archibald Macdonald was married, and he made the acquaintance of Lady Louisa, the daughter of his father's old schoolfellow, Earl Gower. On the 11th of March, 1779, he joined H.M.S. *Phœnix*, commanded by Captain William Parker, at Plymouth.

CHAPTER VI.

A FIRST LIEUTENANT.

Siege of Charleston.—Action of Chesapeake Bay.

In May, 1779, H.M.S. *Roebuck* arrived at Spithead from America. She had already, during this first half of her commission, seen much service, and had been one of the consorts of the *Perseus* in her cruises after prizes. During the attack on Fort Washington she was up the Hudson, and sustained a very heavy cannonade, in which her first lieutenant and several men were killed. She had now come home to refit. Her captain, Andrew Snape Hamond, had been knighted in the previous year for his services during the American war. The first lieutenant was his nephew, Andrew Snape Douglas—both good officers,[1] and the *Roebuck* was renowned as a smart ship.

John Markham was intimate with every one on board the *Roebuck*, and he was naturally delighted when he was appointed to her, on July 21st, 1779, just

[1] Robert Hamond, a merchant and shipowner of London, who died in 1775, had, by his wife, Susanna Snape, the niece of Dr. Andrew Snape, one of Queen Anne's chaplains, a son, Captain Sir Andrew Snape Hamond, and a daughter, Lydia, married to William Douglas, of Leith, and mother of Andrew Snape Douglas, the first lieutenant of the *Roebuck*. Douglas was afterwards captain of Lord Howe's flag-ship, on the 1st of June, 1794, was knighted, but died in 1797. Of Hamond we shall see more hereafter.

before she sailed again for America. Sir Andrew Hamond made him an acting-lieutenant. The voyage from Spithead occupied nine pleasant weeks, and one tremendous gale was encountered, when the *Roebuck* scudded under bare poles, a monstrous heavy sea following her, and going ten and a half knots.[2] She arrived safely at New York in September, and Jack gave his letters of introduction to Admiral Arbuthnot. "I am in excellent health, and very happy on board," he wrote home; "and we are quite ready for Count D'Estaing if he comes this way." At New York he found his old ship the *Perseus*, and was much pleased to greet all his messmates, and his special friend the carpenter.

In the autumn of 1779, Admiral Arbuthnot and General Sir Henry Clinton, in spite of the French fleet under the Comte D'Estaing being on the coast, resolved to undertake an expedition to South Carolina. The fleet, including the *Roebuck*, with a convoy, left New York on the 26th of December. They encountered very bad weather, and several vessels were lost during the passage. The objective point was Charleston, the capital of South Carolina, a place strongly fortified, with a large garrison under the rebel Lincoln, and very difficult of access. The coast consists of low islands and swampy inlets, and a shallow bar protects the entrance. In February, 1780, the army landed at the mouth of the Edisto River, south of Charleston, with a naval brigade under Captain Elphinstone, of the *Perseus*, who was of great assistance during the siege, and especially in the passage of the Ashley River on the 29th of March. The army reached the Charleston

[2] Her best sailing trim was found to be when she drew 19 feet 3 inches aft and 18 feet forward.

Huron
CANADA
Kingston
Champlain Lake
Ontario
Niagara
Erie
Saratoga
Albany
NEW
ENGLAND
Boston
C. Cod
Rhode Island
Newport
Martha's Vineyard
Gardiner Bay
NEW YORK
Hudson R
Susquehanna
New York
Perth Amboy
Sandy Hook
LONG I.
NEW
JERSEY
Philadelphia
Delaware R
Delaware Bay
Potomac R
VIRGINIA
Yorktown
James R
C. Charles
Chesapeake Bay
C. Henry
Lynnhaven
Roanoke R
SOUTH
CAROLINA
Charleston
Sullivan's Id.
Edisto

neck on the 2nd of April, and broke ground within 800 yards of the enemy's works. In a week guns were mounted.

Meanwhile Admiral Arbuthnot hoisted his flag on board the *Roebuck* (44 guns), with the determination of crossing the bar. The three frigates, *Roebuck*, *Renown*, and *Romulus*, were lightened of guns, provisions, and water, yet for a fortnight the sea was in such a state that they were unable to cross the bar. The enemy had a 44-gun ship, seven frigates with 32 to 16 guns, and a French frigate of 26 guns, inside. On the 20th of March the three frigates crossed the bar without loss, and found the enemy's vessels moored between Sullivan's Island and the Middle Ground, to rake the assailants as they approached Fort Moultrie. But they would not stand their ground, though so much superior in force. They ran up the river to Charleston and were there sunk, apparently with the object of blocking the passage. Admiral Arbuthnot, in the *Roebuck*, watched for a good opportunity of wind and tide, and then passed Fort Moultrie, on Sullivan Island, under a heavy fire, on the 9th of April, losing thirty men killed and wounded. The rebel chief Lincoln still held out. The besiegers completed the second parallel on April 19th, and Lord Cornwallis took command of a detached force on Cooper's River to the north. The admiral then landed his men on Sullivan Island, and prepared to assault Fort Moultrie, but the place was surrendered to him on the 7th of May, Charleston was given up by Lincoln on the 11th, with a garrison of nearly 7000 men, and soon afterwards Lord Cornwallis recovered the whole of South Carolina. The *Perseus* took home the news of the fall of Charleston, and the thanks of

both Houses of Parliament were voted to General Clinton, Admiral Arbuthnot, and their officers, for their gallant conduct.

The work executed by the *Roebuck* called for a display of good seamanship, gallantry, and endurance under the immediate eye of the admiral, and it was well done. On May 15th, four days after the place was taken, Markham wrote the good news home to his father, from Charleston Harbour. "I have the happiness to congratulate you on the success of the British arms in South Carolina." He received his promotion from Admiral Arbuthnot for his zeal and gallantry in the operations before Charleston, and became first lieutenant of the *Roebuck*. Writing on board her, off Charleston Bay, on June 7th, he says, "I am now first lieutenant of the *Roebuck*, and have a great deal of business on my hands, not having half an hour in the day to myself. I am very happy. Captain Douglas is acting on board the ship in Sir Andrew Hamond's room. He was a lieutenant of the ship only three months ago, and he behaves exceeding well, and is much respected as post-captain. Sir Andrew was very kind to me. If he is in London, pray tell him that Captain Douglas keeps up the dignity of the old *Roebuck*, for she was always a distinguished ship. We are now going to New York with a fleet of transports and 6000 troops."

After returning to New York, the *Roebuck* cruised off Rhode Island, watching the French fleet that had taken refuge there, and occasionally anchoring at Martha's Vineyard, or in Gardiner's Bay at the east end of Long Island. In October the *Roebuck* was at New York to refit, at the time when Rodney arrived there, to the great annoyance of Admiral Arbuthnot.

Markham, as first lieutenant, had the whole duty of the ship on his hands and was very seldom able to go on shore, but he called upon Sir George Rodney with a letter of introduction, and made his acquaintance.

Admiral Arbuthnot, soon after the action with the French squadron on March 16th, 1781, off Cape Henry, was superseded by Rear-Admiral Graves. The retiring commander-in-chief hoisted his flag on board the *Roebuck* on July 5th, 1781, and returned to England, anchoring at Spithead, on August 2nd. The old ship was paid off at Sheerness in 1782. But young Markham had not gone home in her. On the 14th of the previous April he had taken command of the rebel prize frigate, *Confederacy*, by order of Captain Douglas of the *Roebuck*, proceeding in company with that ship to New York. He had afterwards joined the *Royal Oak*, and been in her at Halifax, Nova Scotia. On the 22nd of August, 1781, Admiral Graves selected him as first lieutenant of the *London* (74), and he joined immediately.

"The admiral took me on board at Sandy Hook on August 22nd," he writes, "and we are ready for sea. It is just now our dinner-time, and I am going down with my messmates, who are very agreeable people, to a large piece of New York beef with a very good appetite."

The state of affairs in America was very critical. The French, in conjunction with the rebels, had decided upon concentrating their whole forces by sea and land on the destruction of Lord Cornwallis in the south. General Clinton and Admiral Graves had no idea of the enemy's plan in the beginning of August, but Rodney knew that De Grasse had sailed with his

whole fleet from the West Indies, and he promptly sent his second in command, Sir Samuel Hood, to reinforce Graves. Hood arrived at Sandy Hook with fourteen sail of the line on the 28th of August, and the combined fleet of Graves and Hood now made up nineteen sail. But De Grasse, with a fleet of twenty-eight sail of the line, had reached Lynnhaven, in Chesapeake Bay, on the 30th.

The English fleet, with the flag of Admiral Graves flying on board the *London*, made sail for the south on August 31st, and sighted the enemy at anchor in Chesapeake Bay, from Cape Henry to the Middle Ground, on the 5th of September. The French fleet weighed, twenty-four sail of the line standing out in line of battle with a fresh breeze from the N.N.E., and four remaining inside, to hold the entrance of the James River. Admiral Graves hoisted the signal for line of battle ahead, at two cables' lengths, and soon afterwards closed to one cable. At 1 p.m. he made the signal for the rear division under Admiral Drake to make more sail. The enemy's van was now three miles off, standing to the east. The British van being too near a shoal, called the Middle Ground, the signal was made to wear together, which brought the ships on the same tack with those of the enemy, and nearly parallel. The enemy approaching, Admiral Graves judged the moment for attack to have arrived at 4 p.m. He made the signal to bear away and engage. The British van and centre then commenced the action, and the headmost ships were engaged pretty close. But soon the French van bore away to enable the centre to support, and at 7.30 p.m. the firing ceased on both sides. Admiral Graves intended to have renewed the action next day, but he found that at least six of

his ships were so severely injured as to be unable to keep the line. The *Terrible* was in such a state that she had to be burnt and abandoned. The *Shrewsbury* had the captain and many men wounded, and the first lieutenant killed. The *London* herself was a good deal cut about, which gave full employment to her first lieutenant during the night, and on the following days. The main and fore-masts were hit, standing and running rigging much cut up, inner gammoning of the bowsprit shot through, sails much damaged, three guns dismounted, and two men killed and eighteen wounded. Altogether the English loss was 90 men killed and 246 wounded.

The two fleets remained in presence of each other for five days, but the French would not come out, and Admiral Graves returned to New York to refit, arriving there on the 20th of September. Writing home on the 26th, Markham says, "In our late engagement I cannot pretend to say where the fault was, but I am certain no signals were ever better adapted to our situation, or more clearly and distinctly made, than those by our admiral. Added to the qualification of bravery, Admiral Graves is decisive, resolute, and never wavering, too close to be pried into, but he has himself a penetration which discovers most men at first view." He adds, "A particular exertion of zeal and activity are required to rescue Lord Cornwallis." During October he was excessively busy; and on the 19th the fleet, having refitted, embarked General Clinton and 7000 men, and sailed for the Chesapeake. But it was too late. Cornwallis had surrendered on the same day. The French fleet, though superior, declined to come out and fight, and there was nothing for it but to return to New York.

Admiral Graves,[3] having given up the command at New York to his successor, Admiral Digby, sailed for Jamaica, on board the *London*, on November 2nd, 1781; and Sir Samuel Hood followed him. The disaster inflicted by the French at Yorktown was fully avenged, a few months afterwards, by the glorious victory of Lord Rodney.

[3] He was created Lord Graves for his services in Lord Howe's action of June 1st, 1794, and died in 1802.

CHAPTER VII.

THE GORDON RIOTS.

Soon after the siege of Charleston, Lieutenant Markham received news of the great danger to which his father and family had been exposed during the Anti-Catholic riots in June, 1780. A letter from the Archbishop to his son, furnishes a very graphic description of these disgraceful scenes. He must have received it at New York after his return from the south.

"My dear Jack,—Our situation at home has been calamitous. I hope our danger is over. The same wicked faction which has been so long active in contriving the ruin of this country, has brought its designs to a dreadful explosion. The pretence has been repealing part of a law made at the end of King William's reign against papists. It was thought a cruel Act at the time, carried by a faction with a small majority, and much against King William's opinion. This Bill was brought into the House of Commons by Sir George Saville, and into the House of Lords by Lord Rockingham. It was supported by the opposition in both Houses. There is an adventurer here who, to compliment his brother, was brought into Parliament by Lord North, but soon took the line of the most violent opposition. He is without fortune, was always thought a madman,

but with great craft and powers of mischief, Lord George Gordon, once a lieutenant in the navy.

"He, last year, inflamed the low fanatics in Scotland to commit outrages on the houses of papists. He was not punished as he deserved, and he played the same game here. He has been about it many months, but fatally was too much despised. By a wonderful activity among Dissenters and Methodists, and by the infusion of his emissaries among the clubs and alehouses all over London and its neighbourhood, he had persuaded his followers that the king was a papist, that the bishops were papists, and that both Houses of Parliament were resolved to bring in popery. He had a petition signed by several thousands of the rabble, and by too many of the teachers among the Independents and Anabaptists. When it was to be presented, he assembled them in St. George's Fields, and marched them through the city with blue cockades and flags, to the number of 20,000.

"I went early to the House that day, to attend a committee. I fell in with the procession at Charing Cross, was immediately insulted, and with difficulty got to the House by brisk driving, suffering only by handfuls of dirt. Many others fared much worse; Lord Mansfield would probably have been lost, if I with a few who followed me had not sprung through the mob to his rescue.[1] Both Houses were besieged by them, and, though some of the military were at last sent for, the members were forced to sneak home by

[1] "The Archbishop of York, on hearing that Lord Mansfield was in the hands of the mob, rushed downstairs, flung himself among the crowd, and carried off his friend in triumph." ("Walpole's Letters," vol. vii. p. 384; "Walpole's Last Journals," vol. ii. p. 403; Jesse's "George III." vol. ii. p. 266.)

private ways, and in disguises. They that night burnt the Sardinian Ambassador's chapel, and several others in different quarters. This produced a proclamation; but the next day the rioters assembled, and proceeded to greater excesses: they pulled down the house of every magistrate who had acted against them. On Tuesday the 6th, I had intelligence that Lord Mansfield and I were to be the next victims.[2] I acquainted him with it, but he could not be made to believe that men could be so wicked. He said, 'What had you and I to do with the popery bill?' I told him it lay deeper, and that he and I were marked men; that nothing was so easy as to make a mob the instrument of private malice. I applied, however, for a guard, and at about nine forty men were sent, twenty for Lord Mansfield, and twenty for me, with a young ensign. If he could have been persuaded to take them into his house, we should both have been safe; but those whom I found with him had given him an opinion that the intelligence might probably be false, and that his having soldiers might provoke an attack which was not intended. They were accordingly marched as far off as Bloomsbury Church, to be there in readiness; and some justices promised that they would be with us in a moment if necessary; but when they were wanted, they were not to be found. They were most of them frightened out of their wits, as some of their houses had been already burnt for having acted. I must tell you, too, that a fatal error had prevailed among the military, that they could not

[2] Their houses were in Bloomsbury Square. This square was laid out by Thomas Wriothesley, Earl of Southampton, father of Lady Russell. If was fashionable from Pope's time. Lord Mansfield's house was at the north corner of the east end.

in any way act without the orders of a civil magistrate: which is the case when a great mob is assembled, but has not yet proceeded to acts of violence; but when they have begun to commit felonies, every subject, and the military among the rest, are justified in common law in using all methods to prevent illegal acts.

"As to myself, the first step I took in the evening was to send away the young children. All went except your mother and Harriet, who could not be prevailed upon to leave me. I determined to defend my house, and had laid my plans.[3] I had provided some additional arms; the servants seemed hearty; your uncle[4] and his man were with me; two servants of the Chief Baron,[5] and some of the neighbours. In this situation we continued until half-past twelve, when the mob came with great shouts and flags. They stopped at my house to say that I was next, and that when they had done their business at the corner they should come to me. Oh, my dear Jack, I at that moment had many wishes that you were by my side. Lord and Lady Mansfield and the two Miss Murrays[6] had just time to get out of the house, and in a few minutes we heard the crash of demolition. The furniture was soon out of the windows, and an immense fire blazed at the corner of the square, into which we saw pictures,

[3] "The Lord Chief Justice asked what his Grace the Archbishop proposed to do. The answer was worthy of a Briton, 'To defend myself and my family in my own house, while I have an arm to raise in their defence.' The reply was, ''Tis nobly said; but while an archbishop, like a true church militant, is strong enough to protect himself, a feebler and an older man must look up to the civil power for protection.'" (Holliday's "Life of Mansfield.")

[4] George Markham, an old retired naval officer.

[5] Sir John Skynner.

[6] Daughters of Lord Mansfield's brother, Viscount Stormont.

books, harpsichords, and birthday suits of the ladies thrown indiscriminately. At this time our forty men had come to my door. I tried to persuade the officer to act upon the authority of an honest constable whom I had in the house. I offered to indemnify him to any amount, but to no purpose. Between four and five another party arrived, and with them a magistrate, who ordered them to fire. Six or seven men were killed, and the mob in a great measure dispersed. The officer then, for what reason I do not know, thinking his business was over, marched away all the soldiers. The mob returned in a quarter of an hour, and with fire-balls and tow set Lord Mansfield's house in a blaze, almost in an instant. By this time the mob was immense, the square full, partly with the thieves of the town, and partly with the spectators. Consider our situation at that moment, the soldiers gone, and the rioters enraged by what they had done. Consider the situation of your mother and sister, who heard them for many hours under the windows, swearing that though Lord Mansfield had escaped I should not. We saw a number of well-dressed men directing the mob, and heard the reports that were brought in to us by those who had mixed with the mob, that they said to them, 'You stay too long here, you forget the archbishop. Come, my lads, that one house more, and then to bed.'

"Hearing all this, they thought of nothing but my safety. Your uncle joined with them, and they begged and prayed that I would go by the back door into Colonel Goldsworthy's,[7] and let the servants remove my papers, and most valuable furniture.

[7] Colonel Philip Goldsworthy of the 1st Dragoons, afterwards

"I complied, but the difficulty was how to make our escape. The stable-yard was full of rioters, who had been drawn there by the body of a woman who was killed by the firing, and carried to the alehouse which opens into the yard. There was no way left but to pass through the square. I accordingly covered my purple coat with your uncle's great coat, and took his hat, and, watching a favourable opportunity, when the most active of the rioters ran up to the first blaze of Lord Mansfield's house, walked out of Colonel Goldsworthy's door, with your mother on one arm and Harriet on the other, to Mr. Wilmot's at the corner, where the door was opened to receive us. The Chief Baron's coach soon came into Mr. Wilmot's stable-yard; we three got in, and passed with quick driving to the Adelphi. In doing this we had various perils, particularly from a rascally hackney-coachman, who called to the mob from his box, 'The Archbishop of York is in that coach with the blinds up; he has another hat on, but I saw his face.' They afterwards threatened Mr. Wilmot to have his house down for having harboured me.

"When I got to the Adelphi, I soon received many invitations to go to houses both in town and country; among the rest from Sir Charles Gould, saying he had a good apartment at the Horse Guards at our service, and that we could nowhere be safer.[8] Here then your

Lieut.-General, Equerry to the King, and M.P. for Wilton. He died January 8th, 1891.

[8] Sir Charles Gould was Judge Advocate and Judge Marshal of the Forces, and so had apartments at the Horse Guards. He was knighted in 1779, and created a baronet in 1792. He married the heiress of Sir W. Morgan, of Tredegar, and took the name of Morgan, dying in 1806. His son, Sir Charles Morgan, was an old schoolfellow of Jack

mother and I are lodged, and shall continue to be till we go to Yorkshire.

"On the next day, Wednesday the 7th, the rioters grew more daring and outrageous; their first attack was upon Newgate, the King's Bench, the Fleet Prison, Clerkenwell Bridewell, in which they succeeded; they were all burnt; and, strengthened by the number of desperate ruffians whom they let loose, they made a regular attack upon the Bank, and meant to destroy the East India House, Excise Office, all other public offices, inns of court, and all other places where records or public accounts were kept. All this night twenty fires were blazing in different parts of the town, and if there had been a breath of wind the whole had probably gone. But the king had by this time given many seasonable orders to the military officers to act as occasion required, without waiting for a magistrate. The effect was answerable, the rioters were attacked in many places, many hundreds were killed, the hospitals were filled with the wounded, and some hundreds lost their lives in being buried in the ruins, and likewise by intoxication, especially at two great distilleries which they burnt. We have been quiet since. Both Houses of Parliament have been unanimous in strong and dutiful addresses. Lord George Gordon is in the Tower; Moore and other old traffickers in sedition are in prison. Wilkes has been acting an honest part with great zeal, and has really been useful."

After stating his opinion as to the origin of these riots, the archbishop continues:—

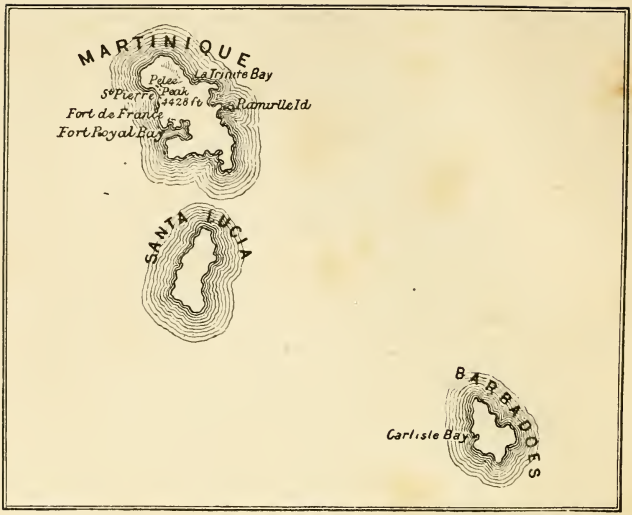
"No mob acted without a number of well-dressed

Markham at Westminster. He died in 1846, and was grandfather of the present Lord Tredegar.

men to direct them; two were this day dug out of the ruins of a house, where they ran from the military, although the house was burning. One had ruffles, with a large diamond at his shirt breast, the other very well dressed, with a plan of London in his pocket. It was publicly talked of at the Hague, Amsterdam, and Paris, that London would be in ashes on the 8th of June. It ought to be known in honour of the Duc de Chartres[9] that, when a bet was offered in his company, he said, no one could bet upon such a subject who did not know something about the business, and if he did know he was a villain, and ought not to be suffered in the company of gentlemen."

This letter from his father, telling him of the imminent peril in which those who were nearest and dearest to him had been, must have agitated the young lieutenant not a little. Soon, however, pleasanter news reached him. The family passed the following winter at Bath, and he heard how much his sisters had been entertained by the various amusements of that fashionable place. But in those days the first-lieutenant of the *London* was so fully occupied that he had very little time to think of anything but the duties of the ship.

[9] The future Philippe Egalité.



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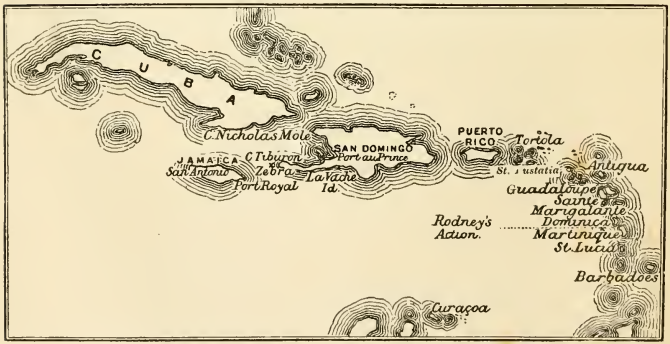

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CHAPTER VIII.

THE "ZEBRA" COURT-MARTIAL.

THE *London*, with Markham as first lieutenant, arrived at Jamaica in December, 1781, and on the 13th of January, 1782, Vice-Admiral Sir Peter Parker appointed him lieutenant commanding H.M.S. *Hinchinbroke;* Nelson's old ship.[1] His orders were to proceed to sea from Port Royal, and cruise off the east end of Jamaica to protect trade, putting frequently into Port Antonio for intelligence. He was instructed to return to Port Royal on the 28th of February. Having completed this service, he was, a few days afterwards, on the 13th of March, appointed commander of the fireship *Volcano*, with Mr. Laughlan Hunter as his lieutenant. She remained in harbour at Port Royal.

Meanwhile Sir George Rodney had arrived from England with twelve sail of the line, and formed a junction with Sir Samuel Hood at Barbadoes. On April 12th, 1782, Rodney achieved his great victory over the Count De Grasse, which conclusively established British predominance in the West Indies, and led directly to peace between England and France. Peace

[1] Nelson took command of the *Hinchinbroke* in June, 1779, and was in her at the attack on the fort of San Juan de Nicaragua. Disease reduced his crew from 200 to 10 men, and he was himself invalided.

was proclaimed in the following September. But the *Volcano* does not appear in the list of frigates and smaller vessels attending on the fleet on that memorable day.

On May 9th, however, Commander Markham was appointed as "assisting captain" to the *Formidable*, flag-ship of Sir George Rodney; and a week afterwards, on May 26th, he received the command of H.M. sloop *Zebra*, with orders to proceed to the Isle La Vache, on the south side of San Domingo, to deliver despatches to Rear-Admiral Drake, and then to cruise off Cape Tiburon.

Thus it was that in the afternoon of the 22nd of May, the young commander found himself about five leagues N.E. of Cape Tiburon, keeping a sharp look-out for a hostile sail. Although the fleet of De Grasse had been defeated and almost destroyed, there were still plenty of French vessels in the West Indian seas. At 4 p.m. a distant sail was sighted on the southern horizon, at 5 she was reported to be a brig with the French ensign and pendant. She bore up and sailed before the wind for about ten minutes, and then hauled her wind and tacked occasionally to get in shore. Finding that the *Zebra* was coming up very fast, and she being nearly becalmed, she got out her sweeps, and pulled in towards a schooner at anchor. At 5.45 the *Zebra* fired a four-pounder at her, of which she took no notice whatever. Coming up with her very fast, she hoisted an English jack at the fore, which the commander of the *Zebra*, and all the officers, believed to be a signal either to the schooner or to the shore. After five minutes, being then pretty close, a six-pounder was fired at her, on which she bore up for the *Zebra*, and it was seen that there were a large number

of French troops on board. Her former suspicious conduct, and her present manœuvre, which appeared to be an intention to rake the *Zebra*, determined Captain Markham to give her a shot, followed by five more from the main deck. The captain, to disconcert what was believed to be the Frenchman's plan, threw the ship in stays under the top-sails, and she got stern way just as the brig was moving under her counter, and fell on board her. The people from all parts of the brig attempted to board, but were opposed by the seamen and marines of the *Zebra*. The marines sprang on the signal-lockers and hen-coops to fire, just as the brig hauled down her pendant. There was a great yelling and confusion, and a cry not to fire. Captain Markham instantly gave the order to cease firing, and enforced it by springing at the marines on the hen-coops, and pulling them down. Unfortunately some of the marines had fired, and six men were wounded. To the surprise of all on board the *Zebra*, the brig turned out to be a flag of truce with prisoners bound for Port Royal. The cutter was hoisted out, the wounded were brought on board and attended to, and the surgeon made his report. When young Markham heard the number of wounded, he clasped his hands, and was much affected. The French lieutenant in command, named Gaston, came on board the *Zebra*, and said the fault was entirely his, for not having hoisted the proper flags, and that he was very sorry for it. He added, shrugging his shoulders, that it was his destiny. He then went down into the cabin and drank a tumbler of wine and water, taking Captain Markham by the hand, and telling him that he was sure he was a man of humanity, a man of sensibility, and wished him good-night.

The two vessels then proceeded on their way to Port Royal. The mistake arose entirely, as the Frenchman acknowledged, from his not having hoisted the proper flags; and no blame could justly be attached to the officers of the *Zebra*. The commander was, therefore, very much astonished when, on May 24th, 1782, he received a copy of the order from Admiral Sir George Rodney, to Sir Samuel Hood, "to assemble a court-martial to try Captain Markham for firing into the *Defiance*, French brig of truce, as is set forth in Monsieur Gaston's letter, who was charged with despatches from Admiral le Marquis de Vaudreuil." Gaston's letter, after what he had said on board the *Zebra*, was still more astounding.

"The king's brig *Defiance*," he wrote, "having on board fifty English prisoners to exchange for an equal number of French, was under Cape Tiburon on May 22nd. It was calm, and we rowed towards the anchorage, when we perceived a ship of war crowding sail and nearing us very fast. We hoisted the distinguishing colours as a flag of truce, and I stood towards the vessel, ordering an Englishman to say I was a flag of truce through a speaking-trumpet. Here began a scene of horror not to be paralleled. The pen falls from my hand, and I know not how to express an event the remembrance of which nearly distracts me. Having no longer any steerage weigh, we received a dozen shots. The only answer we made was the attitude of men begging for mercy. The English frigate drifted down upon our unhappy brig, which had struck all her colours, and came upon us stern foremost. Looking upon ourselves as sinking, we tried to save ourselves by boarding, and at this moment of distress the barbarous Markham began to

fire upon us with carronades and volleys of musketry; while he feasted his eyes on the innocent victims whom his rage assassinated. We did not doubt he intended to sink us, that no one might remain to claim justice against one who had violated everything that was sacred, and who had the baseness to encourage soldiers to cut the throats of defenceless men. There is none of us that has not been cut or bruised. The English captain told me he was sorry for the mistake. I shrugged my shoulders with contempt and indignation. Signed, GASTON (Lieut. de Vaisseaux)."

On this portentous charge the young commander of the *Zebra* was tried at Port Royal. The court-martial consisted of—

Rear-Admiral Sir Samuel Hood, Bart. (*President*).

Rear-Admiral Drake	Captain Caldwell.
Commodore Affleck.[2]	,, Balfour.
Captain Taylor Renny.	,, Thompson.
,, Barbor.	,, Inglis.
,, Cornish	,, Reynolds.
,, Saxton.	,, Hon. W. Cornwallis.

Thomas Morgan (*Judge-Advocate*).

The court assembled on the 28th of May, and the witnesses for the prosecution consisted of the Frenchman and four English prisoners, who were on board. The latter merely said that two or three shots were fired, and that they ran below. The witnesses for the defence were the first lieutenant, master, marine officer (who took minutes at the time), and surgeon of the *Zebra*. They clearly proved that the mistake was due to the Frenchman's suspicious conduct, and to his hoisting wrong colours, and that his statements were

[2] Uncle of his old schoolfellow, James Affleck. The commodore was created a baronet for Rodney's action.

false. On the 29th the prisoner read his defence, in which he answered each of Gaston's statements from the evidence of the *Zebra's* officers, and proved that the Frenchman was alone to blame.

"The sentence of the court was that the charge had been proved in part, by the *Zebra* firing into the *Defiance* brig with a flag of truce. Captain John Markham is therefore adjudged to be dismissed from his Majesty's service, and he is hereby sentenced to be dismissed accordingly. But the court must add that several parts of M. Gaston's narrative are by no means well founded, and that it contains harsh, indecent, and unbecoming expressions."

The only way of accounting for this extraordinary sentence is by supposing that the court decided, as a matter of policy, that it was important to show the French how serious an offence the firing at a flag of truce was considered. Writing to his father on June 14th, a fortnight afterwards, from Port Royal, Markham said, "I cannot conceive that there can be the least doubt that I shall be reinstated, as soon as the minutes of my court-martial are read. I believe that I was politically tried and condemned. The court, after having dismissed me, proceeded to reprobate the vile charge of the Frenchman in a very strong and particular manner. Sir George Rodney desired me not to go to England until I should know if nothing would turn to my advantage here. The proper flag is a white flag, without ensign or pendant, and we supposed the jack at her fore was a signal to her consort." [3]

[3] In consequence of the French flag being white, and difficult to distinguish from a white flag of truce, a custom grew up of hoisting the enemy's flag at the fore as a flag of truce. But it does not appear

Lord Rodney (he was raised to the peerage on June 19th) disapproved of the sentence. Writing to the Admiralty on the 2nd of July, he reported that he had reinstated Captain Markham provisionally, who was dismissed the service for firing on a flag of truce. "It appears to me," he added, "that he offended through mistake, not design. A letter from the Marquis de Vaudreuil disapproves of the way in which the French lieutenant had written, and regrets that it should have been pushed to a court-martial."

Markham went from the West Indies to Halifax, where he found his old captain, Sir Andrew Hamond. That officer, on October 26th, 1782, wrote to him: "The sentence of the court-martial really appears to be uncommonly severe. It seemed so, no doubt, to Lord Rodney, which was the cause of his immediately restoring you, therefore I trust you will find no difficulty in getting confirmed at home." He returned to England from Halifax, in a merchant-vessel, and went at once to his father's house in Bloomsbury Square. He had submitted a memorial to the King from Port Royal, which was referred to Lord Keppel,[4] and the reparation was prompt and complete.

"*Admiralty Minute*, 13*th November*, 1782.—His Majesty, by his Order in Council dated the 4th of September last, having referred to this Board the memorial of Captain John Markham, late commander of the *Zebra* sloop, setting forth that in consequence of a charge exhibited against him, he was brought to a

that there was any general order to acquaint commanders of this arrangement. According to Tucker, in his "Life of Lord St. Vincent" (vol. i. p. 96), it was not made until 1793.

[4] First Lord of the Admiralty during the Coalition Ministry, March, 1782, to December, 1783.

court-martial at Jamaica for firing into a French flag of truce, and dismissed from the service, and humbly praying, for the reasons therein given, to be restored to his rank in the navy: Resolved that it be proposed to his Majesty, in consideration of what Admiral Lord Rodney has represented in his favour, and of the circumstances attending the same, that the memorialist may be accordingly restored to the rank which he held in the King's service immediately before his dismission."

Not only was he restored to his former rank, but Lord Keppel promoted him to the rank of post-captain on January 3rd, 1783. On the same day he was placed on full pay by being appointed captain of H.M.S. *Carysfort* at Deptford.[5] He was further completely rehabilitated by receiving his half-pay from June to November, the period he was out of the service. He remained in command of the *Carysfort* until January 14th, when he went on half-pay, and at length obtained a six-months' holiday with his relations. His age was now twenty-one years and a half.

This affair shows the mischief of excessive sentences. If the prisoner had been reprimanded for his mistake, assuming that he was in fault, it would probably have done him some harm by retarding his promotion, he would thus have received a sufficient punishment, and the object of the trial would have been secured. As it was, the trial did him an immense deal of good, and was the most fortunate thing that could have happened to him.

The Westminster boy had made an excellent beginning in the navy. He had become a thorough sailor by incessant cruising, often in very severe weather,

[5] Built at Sheerness in 1766.

and by commanding prizes. He had learnt the duties and responsibilities of an officer. He had won the esteem and regard of his captains, Elphinstone, Hamond, and Douglas, and of Admirals Arbuthnot and Graves. He had specially distinguished himself at the siege of Charleston, and at the action in the Chesapeake, and he had formed many lasting friendships.

During the time he was on shore in 1783, he was generally at Bishopthorpe, learning to know his Yorkshire home, and making the acquaintance of the numerous friends and neighbours of his family. His youngest sister, Cecilia,[6] was born on February 9th, 1783, and his youngest brother, Osborne, got head into college at Westminster in June. His eldest brother had gone out to India, some years before, as private secretary to Warren Hastings, and in 1782 he had become Resident at Benares. He was removed through the intrigues of Francis and his clique in 1783, and returned home in November of that year. Replying, from Murshidábád, to his brother's letter announcing his promotion in January, William sent warm congratulations, and added, "Perhaps, my dear Jack, you may sometimes be in want of a little cash, so I shall order my agents to pay you the interest of the money I have remitted, or any part of it, on demand."

His second brother, George, was at Christ Church, just about to take his degree, and enter holy orders.

David, his third brother, was in college at Westminster. He was now a lad of seventeen, remarkably bright and clever. He had acted "Thais" in Eunuchus in 1781, and spoken the epilogue, and it was on the occasion of his brother Jack's leaving England in com-

[6] Mrs. Goodenough.

mand of the *Sphynx* in June, 1783, that he addressed him a long letter in Latin verse :[7]—

"Johanni Markham Navarcho
David Markham, frater amantissimus,
Salutem plurimam dicit."

"Quid te iterum O Frater patria discedere suasit
Ignotas gentes atque arva aliena petentem?
Ergone te nequeant retinere aut gaudia ruris
Jucundi aut cari fratres, mœstæve sorores?
Nos autem interea, solis fervore remoto,
Arborea hortorum tristi viridaria gressu
Lustrantes, solitæ platanus te sæpe sub umbrâ
Quærimus; in ripâ te frustra quærimus udâ;
Quoque etiam navis, fluvii quæ præterit undas
Subter labentis muros, te mentibus addit
Integrum mœstis. Tum vero tempus amœnum
Quisque recordatur cum tam feliciter horas
Nobiscum placidas ducebas, otia carpens;
Et fragilem lembum vada per limosa regebas.
Jam neque nos avium cantus vel graminis herba
Iniqui mulcent, stant acri fixa dolore
Pectora, dum fratris dilecta removit imago.
Interea vero nos te sectamur euntem
Mentibus assidue attentis, seu littora Tagi
Nave legas; seu jam Calpes immania claustra
Antiquæ superes, et inexpugnabile vallum
Inque adeo cum morx veterum monumenta virorum
Invisas, seu te lapsæ Carthaginis arces
Detineant, seu Roma potens, seu littora mollis
Parthenopes, fundove effervens Vesuvius imo;
Ne tamen interea Londini divitis oras
Sperne tui, et placidas Thamesis in margine villas.
Nam quamvis agros florentes junior æther
Vestiat, et colles pingui fecundet oliva;

---

[7] David got third into college at Westminster in 1780. George left for Christ Church the same year. Robert entered in 1782, also getting in third. Osborne got in head in 1783; so that three brothers were in college at the same time. David was elected to Christ Church in 1784.

Quamquam purpureis movetur virga racemis
Vitea, et ambroseos diffundat citrus odores :
Attamen et nostris, æterno fœdere rerum,
Dat natura suas dotes, neque parva Britannis.
Dat mare piscosum, et felices ubere campos.
Viscera quid memorem variis generosa metallis;
Quid donum primi humanos Carbonis in usus ?
Et si quos fructus regis minus æqua negavit,
Sufficit ingenium atque artis prudentia sollers.
Adde quod ex Italis longe regionibus exul
Has sibi delegit Libertas aurea sedes ;
Et vegetas nutrit valido sub corpore mentes.
In vero quocunque feras sub sidere gressum
Hoc studio, hoc votis, hoc toto littus amore
Prosequere, et fido pietate in pectore serva.

Translation.

David Markham, most loving brother,
to John Markham, naval captain,
sends chiefest greeting.

What has persuaded you, O brother, again to leave thy native land and seek unknown nations and foreign fields? Why cannot the delights of the pleasant country, or your dear brothers, or your sorrowing sisters suffice to detain you ?

And we meanwhile measuring with mournful step the wooded pleasure-grounds of the gardens, sheltered from the heat of the sun, often seek thee beneath the shade of thy favourite plane-tree : seek thee vainly on the moist sea-shore. The boat also which sails on the waves of the river, gliding beneath the walls, seems to restore thee safe to our troubled minds. Then, indeed, each one remembers the pleasant time when, enjoying your leisure, you spent the tranquil hours so happily with us, and used to steer your frail bark through the muddy shallows. Now neither the songs of the birds nor the green grass, recalling to us our misfortune, soothe us. Pierced with sharp grief our hearts remain, while the dear semblance of our brother is far distant. Meanwhile, with constantly attentive minds we will follow your journey, whether you coast along the banks of the Tagus, or if you sail past the huge barriers and the impregnable fortress of Gibraltar. And furthermore when soon you visit the memorials of ancient heroes, or if the ruined citadels of Carthage engage you, or

mighty Rome, or the shores of luxurious Naples, or Vesuvius blazing up from his lowest depth, yet do not the while despise the coasts of thy rich London, and the peaceful country-houses on the banks of the Thames. For, however the milder air may clothe flowery fields, and make the hills fruitful with the rich olive, although the vine branch be bent with the purple clusters, and the citron diffuse divine perfumes; yet still even to us, by an eternal treaty, nature bestows her gifts; nor is she a niggard to the Britons. She gives the sea full of fish, and the fields bounteous in fertility. And what shall I say of the earth's bowels, abundant with different ores? What of the gift of coal, of utmost value for human use? And if less complaisant she has denied her some fruits, yet talent and skilful intelligence suffice. Place this, too, to her credit, that golden liberty, long an exile from Italian realms, has chosen these English lands for her home, and has nourished brave souls in her strong body. And truly, under whatever star you fare, cherish still this English land in your good will, in your prayers, in your whole soul of love, and preserve her devoutly in a loyal heart!

CHAPTER IX.

THE MEDITERRANEAN IN TIME OF PEACE.

After the American war there was a respite, and England was allowed to enjoy the blessings of peace for ten years. When Captain Markham commissioned H.M.S. *Sphynx* at Chatham on the 19th of June, 1783, he had to look forward to a quiet service of three years in the Mediterranean—a great change from the stirring and exciting work of the first eight years of his naval experience. In November he arrived at Gibraltar, and put himself under the orders of Commodore Sir John Lindsay,[1] who was then commander-in-chief in the Mediterranean. The commodore stationed the *Sphynx* at Gibraltar in the spring of 1784, for service of the garrison and protection of trade. Captain Markham had orders to render all possible

[1] Sir John Lindsay was a younger son of Sir Alexander Lindsay, Bart., of Evelich (co. Perth), by the Honourable Amelia Murray, daughter of David, fifth Viscount Stormont; so that he was a nephew of Lord Mansfield, and a cousin of the third Earl of Mansfield, who married Captain Markham's sister. Sir John was knighted for his gallantry at the siege of Havana, and became a rear-admiral in 1787. He had previously commanded the East Indian squadron, and was created a K.B. in 1771. He died in 1788, aged fifty-one, and was buried in Westminster Abbey. He married Mary, daughter of Sir William Milner, Bart., of Nunappleton (co. York), in September, 1768, but had no children. Lady Lindsay died in 1799 and was buried with her husband in the Abbey.

assistance to Governor Elliot, to cruise occasionally from the Rock to the Barbary Coast, and to superintend the works at the naval hospital, store-houses, and wharf, in consonance with plans sent out by the Navy Board. His duties also occasionally took him to Malaga and other Spanish ports. In June he was ordered to Naples, where he entered upon a continual round of gaiety.

"The honours and attentions paid to us by the King and Queen of Naples[2] were very pleasant, and their example was followed by the whole court. I dined with the king three times, and breakfasted with him twice. His pleasures are very innocent—hunting, shooting, and sailing about the Bay of Naples. He is more liked, though less courted, than the queen, in whom, in fact, the whole authority is vested. I was disgusted in observing that she does not attempt to conceal the contemptuous opinion she entertains of the king's abilities." The *Sphynx* left Naples in a great hurry for Leghorn, on account of a letter Sir John Lindsay had received, announcing the serious illness of Lady Lindsay at Florence. But she was recovering when they arrived, and Captain Markham had another very agreeable sojourn in the Tuscan capital. Here he received the news of the marriage of his eldest sister Harriet to Ewan Law, Esq., elder brother of the first Lord Ellenborough.[3]

[2] Ferdinand I., younger son of King Charles III. of Spain. He reigned from 1759 to 1825, retiring to Sicily during the French occupation. His queen was Caroline (the friend of Nelson and Lady Hamilton), daughter of the Emperor Francis I.

[3] Harriet was born on May 30th, 1764, and was married, at the age of twenty, to Mr. Ewan Law. They lived at Horsted, in Sussex, and had eight children. Mr. Law died on April 24th, 1829, and his wife in July, 1844. It had been a long engagement, and was at one

In September the *Sphynx* proceeded from Leghorn to Tunis in company with the *Thetis*, commanded by Captain Blankett. At that time the effete republic of Venice was carrying on a feeble sort of war with the Bey of Tunis, and in going into the anchorage a number of shots were fired at the two English frigates by a Venetian 70-gun ship. This was considered a great affront, so, instead of going in, the *Sphynx* and *Thetis* ran down to the Venetian, and anchored close to him, to demand satisfaction. Next morning he got under weigh very quietly. He had cast before the *Sphynx* began to heave up; but Captain Markham had his ship in very good order, and she was under weigh before the Venetian's sails were trimmed. The *Thetis* fired at him while she was still at anchor, and in ten minutes the Venetian anchored again, with an angry British frigate on each side of him. So there was nothing for it but to apologize, dip the lion of St. Mark, and give all the satisfaction that was required. This little affair made the English very popular at Tunis. Their reception was flattering, and the Bey received them in great state. They then proceeded to Gibraltar for the winter, where Captain Blankett was senior officer for a short time. But from January, 1785, Captain Markham was in charge there.

In those days the position of senior officer at Gibraltar was one of some responsibility. On the 2nd of March, Sir John Lindsay recognized the usefulness of Captain Markham's work there. "It gives me great satisfaction to find your zealous and active endeavours to weigh the wrecks and sunken vessels, and to clear the mole, and restore order in the naval

time broken off, so that Captain Markham was surprised at the news, and displeased at not having been told before.

yard, have met with such success. It will be of advantage to the king's service at Gibraltar. Your whole conduct since you have been the senior officer there has my entire approbation."

In May, 1785, the *Sphynx* received orders to proceed to Lisbon, and thence to Leghorn. In September she went to Barcelona to give all possible assistance to the trade of the king's subjects, to convey the remittances of English merchants at Barcelona to Marseilles, and thence to proceed to the Rock. Captain Markham was at Gibraltar from January to March, 1786, and in the spring of that year he visited Tetuan, Tangiers, and other Moorish ports, arriving at Lisbon in July.

In 1785 Sir John Lindsay retired, owing to ill-health, and was relieved by Commodore Phillips Cosby[4] as commander-in-chief in the Mediterranean. Under this officer the fleet of frigates was exercised in line-of-battle sailing and tactical manœuvres,[5] and also with

[4] Son of Alexander Cosby, Governor of Nova Scotia, and grandson of Alexander Cosby, of Stradbally, in Queen's County, whose ancestor served with distinction under Leicester in the Low Countries, and finally settled in Ireland. Commodore Cosby succeeded his cousin, Lord Sydney of Leix, at Stradbally, in 1774. He commanded the *Robust* on the North American station, when Captain Markham was in the *Roebuck*. He was commodore in the Mediterranean until 1790, and negotiated a treaty with the Emperor of Morocco. He became an admiral, and after his active service was over he lived at Bath in preference to Stradbally. Dying childless, he was succeeded by a cousin.

[5] The line-of-battle formed in January 1786, by Commodore Cosby, was as follows:—

Phaeton . .	240 men,	38 guns;	Capt.	G. Dawson.
Sphynx . .	140 „	20 „	„	John Markham.
Rattlesnake .	70 „	12 „	„	T. Hamilton.
Andromache .	200 „	32 „	„	Phillips Cosby (Com.)
Trusty . . .	337 „	50 „	„	Wolseley.

a new system of night and fog signals, combining lights and guns. Thus the signal to tack was one gun and light at the mizen-peak; to anchor, one gun and two lights at the mizen-peak; to speak the commodore, one gun and one light at the bowsprit end, and so on through many combinations.

The Mediterranean was a very agreeable station during that breathing-time—those few years of peace; and there were also great attractions in the Tagus. On September 7th the *Sphynx* received orders to take home despatches from Governor Elliot;[6] but Captain Markham put into Lisbon on his way, and society there decided that a very agreeable young lady at the Naval Hospital had something to do with it. The Lisbon gossips also said that the *Sphynx* remained two days longer in the Tagus than there was any necessity for, and that the reason was clear to see. There was mutual esteem and regard, and the attraction of very agreeable society, but nothing more. Miss Lucy Grosett, daughter of Walter Grosett, Esq., was married to Mr. de Kantzow, the Swedish Chargé d'Affaires at Lisbon, in February, 1787, and both husband and wife continued for years afterwards to correspond with their old and valued friend John Markham. On September 30th, 1798, Mrs. de Kantzow wrote to him, reminding him of their old friendship eleven years before, and assuring him that

Orpheus . .	200 men,	32 guns;	Capt. G. Campbell.
Kingfisher .	100 „	16 „	„ Otway.
Thetis . . .	240 „	38 „	„ Blankett.

[6] General Elliot was Governor of Gibraltar from 1775 to 1787, and from 1779 to 1783 was closely invested by the combined French and Spaniards. On his return to England he was created Lord Heathfield, Baron Gibraltar, in July, 1787, and died in 1790.

her esteem for him had not diminished.[7] The *Sphynx* arrived at Plymouth on the 20th of September, and was paid off at Woolwich on October 16th, 1786.

[7] In 1809 Mrs. de Kantzow and her family came home from Lisbon, and settled at Bath, while her husband remained at his post, living with Lord Strangford. Lord St. Vincent was also a great friend of the De Kantzows, and wrote to his sister Mrs. Ricketts, at Bath, begging her to show them civility. Mr. de Kantzow went from Lisbon to Washington as minister, and was afterwards Grand Maréchal de la Cour at Stockholm. Mrs. de Kantzow's sister Diana had, in 1780, married the Honourable Robert Walpole, British Minister at Lisbon, and she died in 1784.

CHAPTER X.

HALF-PAY.

When John Markham paid off his first ship after a three years' commission in the Mediterranean, he was twenty-five, and had passed ten years at sea. In time of peace he could not expect another ship immediately, and in fact he was on shore for six years, until the breaking out of the great war. During this time he was very happy with his family, renewing old acquaintances, and forming new ones, and he made two prolonged tours abroad.

The year 1787 is memorable for the opening of the trial of Warren Hastings in Westminster Hall. The family of the Archbishop naturally took the side of the Governor-General, from whom his eldest son had received so much kindness in India. William Markham had returned home in 1784, and had settled down as a country gentleman in Yorkshire, having purchased the estate of Becca from the See of York, also receiving leases, on a tenure of lives, of the estate of Osgodby, near Thirsk; of Rest Park, near Cawood; and of Belmore, near Retford, in Nottinghamshire.[1] Becca, formerly called Beck-hey Grange, was one of the manors

[1] He realized 25,000*l.* in India, and in a letter to his brother, dated September 17th, 1783, he said, "I shall not be ashamed to explain to an English House of Commons how it was made."

transferred to the See of York by James I. in 1623, in exchange for York Place in London, which he wanted for his favourite, Buckingham. In Mr. Markham's time it was called Becca Lodge, and he added a large library in 1805, to receive his father's fine collection of books and pictures. Becca stands on high land, which forms part of Bramham Moor, to the south of the road from Leeds to Tadcaster. It is surrounded by plantations, except where a park-like field slopes away to the south-east, and in this direction there is an extensive view over the vale of York. On the south-western side of the park is the wooded ravine, famed for the variety and number of its wild flowers, through which flows that little river Cock, so famous, lower down, as the scene of the terrible slaughter after the battle of Towton. It is said to have flowed with blood for three days. From this steep slope and little river comes the name of *Beck-hey* (the hill by the stream), absurdly corrupted into Becka in the map of 1771, and finally into Becca. Aberford is a small town consisting of one long street on the Great North Road, with the Cock beck flowing across it to join the Wharfe near Tadcaster, and here was the Becca Parish Church, about two miles off, a pleasant walk through plantations. The distance to Bishopthorpe was fourteen miles.

Mr. Markham did not marry until 1795, but in the meanwhile he made considerable additions to Becca, and improved the grounds. Here he was able to indulge in his early taste for literature, especially the Greek and Latin classics, in which he was well versed, and this taste accompanied him to the last. Thus an unfailing source of interest and amusement was provided for one who was fated to go through much

bodily suffering. He was attacked by gout at an unusually early age, and was so crippled that he was unable to use his knowledge and administrative ability in any active walk of life. Yet he afforded assistance to Warren Hastings, both when he read his answers to the separate charges before the House of Commons, and during the long trial.

The intimacy between Burke and the Archbishop's family, which had existed ever since the great orator first came to London as a very young man, now came to an end. He had received much kindness from the Archbishop, and his son Richard was at school with the Markhams, while his kinsman William Burke continued on affectionate terms with the family. But the orator was too violent in his abuse of Mr. Hastings to make it possible for that great man's friends to hold further intercourse with him. On the subject of India his judgment was biassed by his passions. Before he died, when softened and failing in health, he was on this subject as violent as ever, and he declared that, if he was wrong, "it was no excuse at all to urge in his apology, that he had enthusiastic good intentions." Yet this was the only apology, and the true one. But even this is no excuse for the violence and indecency of his language.

Burke at length aroused the indignation of the kindly Archbishop himself. On one occasion, during the trial, a question arose as to whether the Governor-General had accounted, among many large sums which were clearly proved to have been properly disbursed, for one of very trifling amount. The Archbishop rose, and with the honest indignation he always felt when anything of a mean or oppressive character was in agitation, he said with considerable warmth, "In my

time I have been a great reader of ancient history, and the present conversation reminds me of the case of Cato the Censor, one of the most honest and best men that the Roman Republic produced. That great man, after having filled the first offices of the state with the highest reputation, was impeached. He was impeached forty times, and he was attacked by a factious demagogue of the day, relative to the item of an account. When last impeached he was eighty years of age; and he reminded his persecutors that a generation of men which had not witnessed his services were prosecuting him for trifles. What is the case of Mr. Hastings? No consideration for his high character, no consideration for his splendid services, for the esteem, love, and veneration in which he was held by the millions he governed for so many years! No! my lords, he is treated, not as if he were a gentleman whose case is before you, but as if you were trying a horse-stealer."

Yet, when Burke came to the administration of Benares, and attempted to fix accusations against the Governor-General, he spoke with consideration and even kindness of William Markham, who was the Resident. In the heat of his passion, he put a check upon himself when speaking of the son of his old friend. This Benares charge was the one which was most completely disproved. The whole case of the managers was vitiated by false calculations, and by their having used gross instead of net receipts. But this was in a subsequent part of the trial, and after Jack had gone to sea again. The great event in Westminster Hall was of course a matter of absorbing interest during the year 1787.

At this time the Archbishop left the house in

Bloomsbury Square, so memorable for the scene of the Gordon riot, and henceforward, until his death, his town residence was at No. 76, South Audley Street, close to Hyde Park, and more conveniently situated for Westminster. South Audley Street was built in 1730.

In 1788 Captain Markham's attention was diverted from the great trial, and other public events, by the necessity for parting with his brother David, when they had been but a few months together. After a brilliant career at Westminster, David was elected to a studentship at Christ Church, Oxford, by Dr. Cyril Jackson, in 1784. But he only remained there about a year, sustaining his reputation as a promising classical scholar. The army had been selected as his profession, and his own inclination was to win distinction in a military career. He became a lieutenant in the 7th Regiment of Foot on May 11th, 1785, and a first lieutenant of the 76th on January 26th, 1788. He was now ordered to India, with the reinforcements that had been applied for by Lord Cornwallis, who was about to open a campaign against Tippoo Sultan. The brothers parted on board the ship in the Thames, but there was a last hurried note, written off Deal on April 4th, 1788: "My dear Jack,—The captain talks of touching at Madeira, the Cape, and Johanna. My love to all. God bless you. The boat is going off." David also wrote to his brother's great friend, Lord Wycombe. "I have had a letter from David," he says, "which I consider little less than a miracle."

Lord Wycombe, who was a very dear and intimate friend of John Markham, was the eldest son of the first Marquis of Lansdowne,[2] by Lady Sophia Carteret,

[2] William Fitzmaurice Petty was the grandson of Thomas Fitzmaurice, Earl of Kerry, by Anne, the heiress of Sir William Petty,

the heiress of Bowood, daughter of Earl Granville. He was born on December 6th, 1765, so that he was four years junior to his friend, and he had lost his mother when a child. He and his brother William, who died young, in 1778, were brought up at home under the superintendence of the famous Dr. Priestley, who was Lord Shelburne's librarian and literary companion from 1773 to 1780. Lord Shelburne married again in 1779, and had another son Henry, the future Chancellor of the Exchequer as Lord Henry Petty. Lord Wycombe was in Parliament in 1788, and had travelled much on the Continent. He was of a thoughtful, speculative turn of mind, and took a keen interest in the course of political events, especially abroad. His father wrote: "I am very happy in both my sons. The eldest lives in perpetual pursuit of information, and his mind appears constantly employed, which makes him happy." Lord Wycombe wrote many letters to Captain Markham from Paris, Dijon, and other places in France, during 1787 and 1788. He seems to have foreseen the approach of revolutionary times, and writing in August,

the surveyor of Ireland. Sir William's son had been created Lord Shelburne, but had no children, and the title, with an English peerage of Baron Wycombe, descended to a younger son of Anne, Countess of Kerry, the eventual heiress. His son William, taking the name of Petty, was born in 1737 and succeeded as Earl of Shelburne. He served in the guards in Germany during the seven years' war. In 1763 he became First Commissioner of the Board of Trade, and was a staunch supporter of Lord Chatham. He joined the Grafton ministry in 1766 as Secretary of State, but retired with Lord Chatham, and was a strong opponent of the government from 1768 to 1782. Under Lord Rockingham he was again Secretary of State; and on that statesman's death in July, 1782, he was Prime Minister until driven out by the coalition of North and Fox. Created Marquis of Lansdowne in 1784.

1788, he said, "You may rest assured that this country is making rapid strides towards liberty."

Captain Markham himself was in Paris, and visited some other parts of France in the autumn of 1788, and in the following winter and spring he was at home at Bishopthorpe. He then became intimate with Sir William Milner, of Nunappleton, six miles from Bishopthorpe, who was one of his staunchest supporters in Parliament in after-years. Sir William was a nephew of Captain Markham's old friend, Lady Lindsay, of the Mediterranean days. He was Lord Mayor of York in 1787 and 1790, and member for that city from 1790 until his death in 1811. His wife Diana, daughter of Humphrey Sturt, Esq. of Crichel, in Dorsetshire, was a famous beauty and a leader of fashion.[3]

During this winter Captain Markham planned an extensive tour with Lord Wycombe for the summer. The two friends agreed to travel through the Scandinavian countries and Russia, returning by way of Poland. A letter was received in June, from Mr. Stephens, the secretary to the Admiralty, granting six months' leave of absence from England. Lord Wycombe arrived at Bishopthorpe, and in July, 1789, the travellers were ready to start on their expedition.

On the 30th of July they left Bishopthorpe for Hull, and were hospitably received in the house of Mr. Clarke, the Vicar of Trinity Church. They spent all next day in exploring the town and visiting the dock which had been made on the site of the old ditch about fourteen

[3] Their grandchild, Catharine Milner, was married to Captain Markham's nephew, the Rev. David F. Markham, son of his elder brother William, on August 30th, 1827, at Bolton Percy Church; the service being performed by his brother, Archdeacon Robert Markham.

years before.[4] On the 1st of August they sailed from the Humber in the packet-ship *Miriam*. The Naze of Norway was sighted on the 5th, and on the 7th they landed at Elsinore. With the assistance of Mr. Fenwick, the English consul, the travellers hired a four-in-hand coach and drove to Copenhagen, where they remained for three days, visiting all the sights of the Danish capital. Christian VII. then nominally ruled in Denmark, but nearly eighteen years had passed since his unfortunate wife, Caroline Matilda, had been first imprisoned at Kronsburg, and then banished to Zell. In 1784 her young son Frederick became Regent, and in 1789 he was making fruitless attempts to obtain the alliance of an English princess. He afterwards became the determined ally of France. Hence the unwelcome visits of English fleets to Copenhagen in 1801 and 1807.

The travellers crossed over to Malmö, in Sweden, and drove in a hired carriage, with their servants, to Stockholm, where they remained for a few days. In the previous year the King of Sweden, Gustavus III., had suffered disasters both on the side of Russia and Denmark. This king was besieged in Gottenburg by a Danish army, owing his throne and reasonable terms of peace to the diplomatic skill and energy of Mr. Hugh Elliot, the British envoy. The travellers were presented to Gustavus III., a man of talent, capacity, and resolution, but of most immoral character. He was a nephew, through his mother, of

[4] The old dock at Hull was formed in 1775, the entrance from it being on the side of the River Hull. It was on the line of the north wall and ditch. There was no other in 1789, the Humber Dock not having been begun until 1807.

Frederick the Great. His assassination, at a masquerade ball, took place in 1792.

From Stockholm Captain Markham and Lord Wycombe made the voyage to St. Petersburg, where they passed upwards of two months, studying the government and customs of the people, and the naval resources, and making themselves acquainted with the history and actual condition of English trade with Russia. At this time Catharine II. was at the summit of her power and fame; and in the year before (1788) her ships, in which Admiral Greig and other English officers were serving, defeated the Swedish fleet off Hogland. In 1787 she had made her progress to the Crimea, accompanied by the Emperor Joseph II.

On November 5th, 1789, the young Englishmen left St. Petersburg for Moscow in a "*dormeuse*"[5] and six horses, with their servants following in a four-horse "*kebitka*."[6] They were a week on the road, passing through Novgorod and Tver, and reaching Moscow on the 12th. The old Russian capital, then so little known to Englishmen, excited their interest, while they had the advantage of the acquaintance of officials in high position. The Governor-General welcomed them most hospitably. They also received attentions from Marshal Razumofsky, who was Hetman of the Cossacks when, in 1762, Catharine II. dethroned her husband, Peter III., and made herself mistress of Russia. Prince Galitsin and Prince Sherbatof[7] and

[5] A *dormeuse* is a large roomy sledge, entirely closed like a coach, on runners—used for long journeys.

[6] The usual vehicle for winter travelling is the "*kebitka*," open in front but closed above, behind, and at the sides. It is much lighter than a "*dormeuse*."

[7] His daughter, the beautiful Princess Sherbatova, was maid of honour to the empress, and was mixed up in an intrigue with

their families entertained them with warm cordiality, and they were much interested in examining the archives in the Kremlin, under the guidance of Prince Sherbatof, looking over the early treaties between the Dukes of Muscovy and Queen Elizabeth, James I., and James II. Another friend was Prince Viazemsky, the Procureur-Général and highest law officer of the crown, whom Captain Markham had known before in Florence, when he commanded the *Sphynx*. There were dinner-parties and balls every night, and they prolonged their visit into December. They left Moscow, in intense cold, on December 3rd, and reached Tula, an interesting town which was even then called the Birmingham of Russia. Besides the woollen and leather manufactories, there was an important government arms factory, which they visited. They then entered White Russia, and encountered some very rough, wild travelling until they reached Kiev, where they crossed the Dnieper on the ice. Passing through Poland they were in Berlin on January 20th, 1790, and Captain Markham arrived in England again at the end of his six months' leave of absence. He had had a most interesting tour with a very agreeable companion. In the following year the two friends made a plan for a tour in America, but something happened to prevent the project from being carried out. They, however, regularly corresponded, and their intimacy continued through life. Lord Wycombe consulted his friend, and sought his advice, on every important occasion.

Mamonof, one of Catharine's lovers. He married the princess, but the jealous empress took her revenge by sending six men into their bed-room at night, and flogging her in the presence of her husband. *Castéra.*

During the winter of 1792, Captain Markham took an active part in the management of the affairs of the Naval Club. This society was formed on February 4th, 1765, by a number of captains in the navy, for the purpose of dining together on the first Tuesdays in the months between November and April. At first the dinners were at the Castle Tavern in Henrietta Street, Covent Garden, the place where Sheridan fought and disarmed Mathews, his rival in Miss Linley's love. But the cookery was not approved, and in 1768 the club moved to the Shakespeare's Head Tavern;[8] and a guinea annual subscription was established. In the following quarter of a century a surplus gradually accumulated, and on the 22nd of February, 1792, at a meeting when thirty-five members were present, Captain Markham, having previously made known his intention to bring forward a proposition for the disposal of the surplus money in hand, read a proposal, which was seconded by his friend Captain Riou. It was that the surplus money should be funded, and the interest applied for a charitable purpose, namely, for the use of the widows and orphans of former members of the club. A Committee of Direction was nominated at a subsequent meeting in March, with powers to invest the surplus money and apply it for the charitable purpose already specified, making an annual report to the club.[9] The sum of 1300*l.* was then purchased in three per cent. consols, in the names of the trustees: Sir Peter Parker, Captain Markham,

[8] The club dined at the Shakespeare's Head until 1806, when it moved to the Crown and Anchor until 1826, then to the Piazza Coffee House in Covent Garden, and in 1850 to the Thatched House in St. James's Street. It now meets at Willis's Rooms.

[9] The first committee consisted of the following officers:—

Captain Buckner, and Mr. Hartwell, the secretary of the club. This useful measure has been productive of much good, and the Naval Club now has the interest of a capital amounting to 18,000*l.* for the annual relief of necessitous and worthy applicants.

Although Lord Wycombe was unable to accompany him, Captain Markham did not give up his plan of visiting America. He was desirous of seeing Canada and the United States, and of enjoying the magnificent scenery, and he intended to combine business with pleasure, by inquiring after his father's grant of land in the State of New York. Major Markham, his grandfather, had obtained a grant of 5000 acres of the land purchased from the Indian proprietors, and the Major's sons, William and Enoch, had obtained a further grant of 15,000 acres on April 6th, 1774. Colonel Enoch Markham had now retired from active service to a small house in St. Mary's, Lambeth, and he and the Archbishop signed a deed transferring their claim to Captain Markham, in June, 1792. He now proposed, in the course of his travels, to see whether it would be possible to realize anything from the grant.

Captain Markham took a passage on board a ship called the *Favourite*, of 200 tons, bound for Quebec, and commanded by Captain Oliphant. He sailed from the Downs, with a companion named George ——,[1] on

Admiral Sir Peter Parker, Bart.
Rear-Admi. Sir John Jervis, K.B.
„ John Dalrymple.
„ R. Braithwaite.
Captain Kingsmill.
„ Buckner.
„ Lutwidge.
Capt. Hon. G. Keith Elphinstone.
„ Hartwell.
„ Markham.
„ Riou.
Commander Sir H. Burrard, Bt.
„ Viscount Garlies.

[1] The surname is lost to us.

June 14th, 1792, with the full intention of seeing all there was to see, and enjoying his holiday. On the 18th the *Favourite* anchored in Tor Bay. The two passengers landed at Brixham, and, without dreaming of a trespass, walked over Judge Buller's grounds at Churston Ferrers. Suddenly they were hailed out of a window of the house by a very savage woman, who ordered them to quit the premises directly. They were sorry to find afterwards, that this was Lady Buller, "so much celebrated for her affable and courteous behaviour in the world." As that commodity was not kept for home use, they hurried away as quickly as possible, and returned to Brixham.[2]

They sailed at 11 p.m., and had a very pleasant passage across the Atlantic. In those days the reckoning on board a merchant-vessel was very carelessly kept. The mates often neglected to heave the log for hours together, and in the mornings the slate was blank as often as not. So that there could be no dead-reckoning, of course there was no chronometer on board, and the position each day was a wild speculation. On seeing this, Captain Markham began to take lunar observations after they had been a week at sea, and continued them regularly during the rest of the voyage. On the 17th of July the ship was on the Newfoundland Bank, and they caught two dozen cod and a large hallibut. On August 3rd they anchored in Gaspé Bay, with the island of Anticosti in sight from the hills, and on the 13th they arrived at Quebec.

[2] Francis Buller, the learned judge, and author of a famous work on trials at Nisi Prius, was created a baronet in 1790. His wife was Susannah, daughter of Francis Yarde, Esq., and heiress of Churston Ferrers. Their grandson was the first Lord Churston.

They found the *Winchester* frigate, commanded by Captain Fisher, at Quebec, and received a very cordial welcome both from the officers of the frigate and of the garrison. On the 14th they dined with the governor at Powel Place, three miles from the town, on the plains of Abraham; there were dinners at the 7th mess. on board the *Winchester*, with the chief justice, and other officials every evening; and on the 20th the falls of Montmorency were visited. Every one was most civil and attentive, and on the 23rd the two travellers played in a cricket-match[3] on the heights of Abraham. On the 25th they set out for Montreal, where they had an introduction to a peltry merchant named Frobisher, a clever, hard-headed Yorkshireman, a descendant of Sir Martin Frobisher. Thence they went to Niagara with a large party organized by Major Littlehales. Here they remained during the whole of the 15th and 16th of September, enjoying the magnificent sight. They arrived at Kingston, on the northern shore of Lake Ontario, on the 21st, and then had some very rough travelling. One night they were hospitably received in a miserable log-hut; just after they had passed the Mill Isles, and reached Glengarry County on the St. Lawrence, half-way between Kingston and Montreal.

After 1745, and the overthrow at Culloden, there was a great dispersion of the Highland clans, especially of the Macdonalds of Keppoch and Terndriech, who were devoted to Prince Charles Edward. Many of them were befriended, and furnished with the means of emigrating, by that warm-hearted and munificent Devonshire squire, Mr. Chichester of Arlington

[3] The game of cricket in the last century was played with two stumps. The name has not been met with earlier than 1719.

Court, who had married a daughter of Terndriech. Her father was executed for high treason at Carlisle, and her stepmother married a clansman, Alexander Macdonald of Aberhalder, in Glengarry, as true a Highlander as ever wore a kilt, and, moreover, a shrewd man of business. Aberhalder emigrated to Canada with over one hundred families, and established himself in Glengarry county, trusting that when Gaelic is forgotten in Badenoch it will be spoken in all its purity in the new home of his race. Aberhalder had, by the beautiful widow of Macdonald of Terndriech, a family of four sons and three daughters. One of them was named Chichester, in memory of the kindness of Mr. Chichester of Arlington, to his parents. He was a very young lad when he received the two weary Englishmen, Captain John Markham and his companion, in his rude log cabin. They were not only tired but unwell, and George had a very serious illness. Nothing could exceed the kindness and attention of the young Highlander, and it was with grateful hearts that the travellers bade farewell to Mr. Chichester Macdonald,[4] and proceeded on their way back to Montreal, early in October.

At Montreal Captain Markham gathered much information respecting the peltry trade, and saw Mr. Frobisher packing his beaver skins in bales of 654 pounds, each worth a guinea a pound. On October 8th the travellers crossed the St. Lawrence by the ferry to Longueville, and proceeded to Albany, the capital of

[4] Chichester Macdonald afterwards entered the army, and was severely wounded at the battle of Talavera. He is mentioned by the Duc de Liancourt in his travels in North America. He became a colonel, and died of fever in India. His elder brother John, Colonel of the Glengarry County Militia in Canada, married a niece of the Marquis de Vaudreuil, and had issue.

New York State, where Captain Markham obtained very unsatisfactory intelligence respecting his property. After the independence the lands of loyal people were so loaded with taxes as to render them of no value, and were then sold, bit by bit, for arrears of quit-rent. But a much more important matter called away his attention from this sharp practice, and the land was left to take care of itself. Soon after his arrival at Albany, he heard, with surprise and concern, that his brother David had been twice wounded in the Mysore campaign; and directly afterwards the news reached him that he had come home invalided on July 25th in the *Camperdown*, Indiaman. Captain Markham at once forgot the wretched land and its quit rents,[5] hurried to New York, and embarked in the first ship for England, to join his brother.

David had been severely wounded, but he had won glory in India. In the year 1791, after much skilful manœuvring, Lord Cornwallis sat down before the strong fort of Bangalore on March 5th, and regularly invested it; while Tippoo hovered round him with a large army. Notwithstanding a brave defence, a breach was effected on the 21st, and though the walls were not so completely breached as to be in a condition to be stormed, yet, on considering the active movements made by Tippoo outside, it was resolved to make the attempt that very night. In fact Tippoo had drawn up his whole army within sight, on the

[5] In 1818 Admiral Markham made a final inquiry about his American land. By that time several thousand acres had been sold for arrears of quit-rent at 2*s.* 6*d.* per 100 acres. He ordered the rest of the land to be sold in March, 1819, but nothing was ever received for it; and the subject was dropped as not worth further trouble. He, however, left this land in America to his eldest son in his will dated May, 1826.

heights south-west of Bangalore. David Markham volunteered to lead the forlorn hope, and it was entrusted to his guidance. It was a bright moonlight night, and eleven o'clock was the hour named. The breach was to be approached in profound silence. The ladders were planted, and Captain Markham was of course the first to mount. But, as is usual in desperate services of this nature, he was severely wounded. No sooner did his hat appear above the rampart than a well-aimed volley of musketry disabled a number of men, the leader of the party receiving a shot in the head, which carried away part of his skull and his right ear. The wound was dangerous, and for a long time his life was despaired of. In the bulletin that was sent to England immediately after the capture of Bangalore, Markham was reported as mortally wounded. The fort was taken in the face of Tippoo's whole army, a very glorious exploit. In a few months David was able to return to his duty, but it was only to be disabled a second time. In one of the actions that took place after the storming of Bangalore, he received another severe wound in the thigh, and was invalided, arriving in England on July 25th, 1792. He had obtained his company on September 8th, 1789, and became Major of the 20th Foot on February 23rd, 1793.

The brothers were all happily assembled together at Bishopthorpe for Christmas 1792, and it was at this time that the pictures of Jack and David were painted by Sir Thomas Lawrence.[6] The latter is a noble

[6] In 1796, the year after David's death, a miniature copy of his portrait was made for Captain Markham by Grimaldi, the miniature painter to the Prince of Wales. Grimaldi painted a miniature of the Archbishop at the same time. Both are now at Morland. Other

portrait, the handsome face of the young major giving the impression of high intellectual powers, great prowess and resolution, combined with gentleness and warmth of heart. It is two-thirds length, in his uniform with drawn sword. The captain's portrait is kit-cat size.[7] They hung in the archbishop's house in South Audley Street, and after his death in the dining-room at Becca in Yorkshire, the seat of his eldest son. In 1793 Captain Markham was one of the stewards of the Westminster school anniversary, with his old school-fellow George Rice, his future brother-in-law.[8] The conjunction of names foreshadowed a happy event which was to take place three years afterwards. During this period Captain Markham was always invited to an annual dinner given to old Westminsters by Lord Stormont.[9]

On May 28th, 1793, Captain Markham's young

miniatures, from the picture of David, were painted for his brothers George (now at Bessel's Green), and Osborne (now belonging to Mrs. Sheppard). William Grimaldi was born in 1751. He studied under Woolidge, and was at Paris 1777-83. He lived in Albemarle Street. Died in Ebury Street, 27th May, 1830.

[7] Sir Thomas Lawrence came to London in 1787, and had annually exhibited ten or more pictures since 1788. The portraits of John and David Markham were probably painted in the spring of 1793. They were at South Audley Street, and afterwards at Becca.

[8] He succeeded as Lord Dynevor in the same year.

[9] See page 253. David Murray, seventh Viscount Stormont, and nephew of Lord Mansfield, the Chief Justice, was born in 1727, got head into college at Westminster in 1740, and was elected to Christ Church, Oxford, in 1744. He was Ambassador to Poland, Vienna, and Paris, Secretary of State in 1779, and President of the Council in 1783, and again in 1794. He was an excellent classical scholar, and contributor to the "Carmina Quadragesimalia." On the death of his uncle in 1793 he became second Earl of Mansfield. He died in 1796, and was buried in Westminster Abbey. His son, the third earl, married Captain Markham's sister in 1797.

sister Georgina died at the early age of twenty-one, and was buried near her grandfather in the north cloister of Westminster Abbey. In the same year his brother David went out to Jamaica in command of the 20th Regiment, though he was not gazetted as Lieutenant-Colonel until March 29th, 1794.[1] The captain's own period of half-pay now drew to a close. It had been a happy interval, during which he had formed many close ties of friendship, and had usefully occupied his time. The long war began on the 1st of February, 1793, and there was an end of peace and quiet for many years to come. All officers of experience and ability were required for the service of their country.

[1] When William of Orange landed in Devonshire in 1688, he issued commissions to Sir Robert Peyton and others to raise regiments. Peyton's was retained in the service as the 20th, or East Devonshire Regiment. In 1869 it was commanded by Gustavus Hamilton, afterwards Viscount Boyne. The 20th was at the battles of the Boyne and Aghrim, and siege of Limerick; at Dettingen, Fontenoy, Culloden, and Minden.

CHAPTER XI.

UNDER HOWE AND JERVIS—SERVICE IN THE CHANNEL AND THE WEST INDIES.

As soon as war was declared on February 1st, 1793, the British Government strained every nerve to make it at once an aggressive war. In April 20,000 troops were landed in Holland under the Duke of York, and 10,000 Germans were brought into British pay. Treaties were made with nearly all the allied powers, and Sardinia was to receive a subsidy of 200,000*l.* a year. Ships were rapidly commissioned and sent to sea. Lord Howe was in the Channel with a fleet of twenty-five sail of the line, Lord Hood in the Mediterranean, Duncan in the North Sea. Commissioned ships were increased from 136 to 200, including 26 ships of the line increased to 54; but the French had 82 ships of the line, of which three-quarters were ready for sea, besides 25 building. The House of Commons voted 45,000 officers and men for the navy in 1793, and at that time there were 53 admirals and 446 captains on the list.[1]

Captain Markham, with many others, obtained employment soon after the war broke out. He commissioned a fine frigate, H.M.S. *Blonde* at Deptford, on June 26th, 1793, taking as his first lieutenant Mr.

[1] James.

Anthony Ponsonby,[2] and as his second Mr. John Ralph Moss. At the breaking out of the war all the merchant service, and especially the coasting-trade, was thrown into the greatest state of trepidation. So the first duty of the *Blonde* was to convoy trading-vessels. Leaving the Nore on August 22nd, she arrived in Grimsby Roads, in the Humber, on September 1st, and convoyed a number of brigs and sloops to Helvoetsluys in Holland, where she remained until the 19th, returning thence to the Nore.

The *Blonde* was selected to form part of the expedition which the Government had determined to send against the French West India Islands. The fleet was placed under the command of Sir John Jervis, who hoisted his flag on board the *Boyne* (94), with George Grey as his flag-captain. The second in command was Commodore Thompson, with his broad pennant on board the *Vengeance* (74). The rest of the fleet consisted of twenty frigates and sloops. The land forces were under the brave General Grey,[3] the "no flint" general, as he was called, because he always told his men to hold their fire and trust to the bayonet. He was father of the great statesman, and also of the captain of the flagship. Under him were 6000 men in three brigades, to be led by General Prescott, General Dundas, and the Duke of Kent, the latter to join at Barbadoes from North America.

The *Blonde* arrived at Spithead on the 9th of October, and remained at anchor there for ten days, taking on board General Prescott and his suite on the

[2] Apparently of the family of Ponsonbys of Hale Hall in Cumberland, whence the Irish Ponsonbys also descend. He was a son of John Ponsonby, Esq., of Hale, by Dorothy, daughter of Miles Wilson, Esq., of Ashness.

[3] The first Earl Grey, created in 1806, and died in 1807.

18th. She was then ordered to proceed to Falmouth, and went to sea on the 22nd. Two days afterwards there was a dense fog, which continued through the night, and when it rose at break of day the captain of the *Blonde*, to his dismay, found himself within gunshot of four large French frigates. It would have been a bad beginning of his war-service to be captured at its very commencement and sent to a French prison. He quickly spread every stitch of canvas, and got a mile away before they saw him and made sail. The wind was very light during the early part of the forenoon, and the *Blonde* could not be induced to go more than a knot and a half through the water. Then the headmost frigate began to come up with her, by using sweeps. He managed to rig out a pair also. The tension was almost unbearable. The *Blonde* was ready to fight to the utmost, but it was too clear that the odds against her would be more than three to one. Captain Markham lightened the ship of her provisions, and threw overboard some anchors and other weighty articles, with great exertion on the part of the crew. A lower studding-sail was set as a sprit-sail, and a spare jib as a water-sail, as well as every other sail that could be crowded on her. By wetting the sails fore and aft with the fire-engine, and keeping them so the whole day, the *Blonde* slowly drew away from her pursuers, although the frigates were all using their sweeps. When the wind at last sprang up, they abandoned a chase which had continued for eight and a half anxious hours. Next morning the *Blonde* again encountered the same three frigates off the Lizard, but on this occasion there was a breeze, and she soon got clear of them, though Captain Markham thought they might have forced him to action if they had known

their business. He was extremely well pleased with his own officers and men, and also with his ship, which he declared "sails like a witch, looks like a devil, and, I hope, will fight like a dragon. For the first three or four hours I experienced as much anxiety as a man is capable of—to be carried into Brest and made a prisoner! I could not have brooked it. However, it is over. I was easy when others desponded. I do not say I was not anxious, but I can say I did not expect to be taken."

The *Blonde* arrived safely at Falmouth on October 26th, whence Captain Markham reported what had happened to Lord Howe in Tor Bay, who promptly sent in search of the prowling frigates. At Falmouth too there was news of the much-loved brother in the West Indies. "David was very well," an invalided officer reported, "and Jamaica was tolerably healthy. I hear he was not among those who were sent to St. Domingo, at which I rejoice." Alas! this was only partially true. The gallant young fellow did not go with the first detachment, but he was sent soon afterwards with reinforcements.

The *Blonde* was to join the rest of the fleet as it passed the Lizard; and the ships touched at Funchal, where Captain Markham got a pipe of Madeira. It was four years in the West Indies, at sea altogether for five years, and by the end of 1798 was safe in his father's cellar. From Madeira the fleet stretched across the Atlantic, and anchored in Carlisle Bay, at Barbadoes, on January 6th, 1794. The first object was to capture Martinique, and, while military preparations were being completed, the frigates kept a sharp look-out.

On January 9th, when cruising outside Barbadoes,

the *Blonde* was caught in a furious gale of wind. Her fore-topgallant mast, fore-topmast, and fore-topsail yard were carried away, and the sail blown out of the bolt-ropes. The wreck was smartly cleared away, the topsail yard was shifted, a new sail was bent close reefed and set on the stump of the mast. As soon as they got into Barbadoes the stump was got down and replaced by a new topmast, other damages were repaired, and the *Blonde* was ready to form one of the detached squadron of frigates under Commodore Thompson.

General Grey resolved to land the troops at three different points, and the fleet left Barbadoes on February 5th. The admiral proceeded to Fort Royal, the capital of Martinique, while Thompson's squadron first landed troops in the bay of La Trinité on the north-eastern side, and then shaped a course for St. Pierre on the west side of the island. On February 17th the frigates stood into the bay of St. Pierre, firing all the time, which was answered by the forts. The troops then landed at the south-west end of the town under Colonel Sims, the seamen being led by their respective captains. The firing continued all night, but at three a.m. the forts were silenced. An hour afterwards they were carried with a rush, and the place was taken. The *Blonde* then proceeded to Fort Royal Bay, and took part in the capture of the capital. General Grey completely occupied the island after some hard fighting.

Martinique was now in the hands of the English, and General Prescott was appointed governor. Nothing could be more harmonious than the feeling between the army and the navy during this expedition; and a friendship was formed between Sir John Jervis and

the Grey family, which was strengthened by time and by community of political convictions.

The *Blonde* was selected to take home the news of these successes, and Sir John Jervis thus wrote in a letter to Mr. Stevens, the Secretary of the Admiralty, dated March 25th, 1794:—

"Captain Paulet carries the despatches, and Captain Markham, of the *Blonde*, conveys him. They both served with Commodore Thompson at La Trinité, and I am greatly indebted for the manner in which they conducted the attack against St. Pierre. They arrived at the south side of the island in time to have a share in most of the transactions. Captain Markham's long and good services need no comment."

On February 18th, 1795, the thanks of both Houses of Parliament were voted "to the captains and officers of the fleet under the command of Sir John Jervis for their gallant conduct and meritorious exertions in the West Indies, and Admiral Sir John Jervis is to signify the same to them."

After her arrival at Falmouth with the despatches on the 20th of April, the *Blonde* became a part of the Channel fleet under the command of Lord Howe. That great admiral was preparing for his memorable encounter with the powerful French fleet at Brest, under M. Villaret-Joyeuse. Lord Howe left Spithead with thirty-four sail of the line and a large convoy on May 2nd; but off the Lizard he detached Admiral Montagu with a squadron consisting of six 74-gun ships and two frigates to protect the convoy as far as Cape Ortegal. The *Blonde* and five other frigates were ordered to cruise between Plymouth and Ushant. Lord Howe's fleet then consisted of twenty-six ships of the line and seven frigates; while Villaret-

Joyeuse had twenty-five of the line and sixteen frigates. The famous battle was fought on June 1st. Six French line-of-battle ships were taken, one was sunk, and several were crippled. Lord Howe's fleet then made the best of its way to Spithead with the prizes, arriving on the 13th. The scene of the battle was about 600 miles west of Ushant, and the French steered eastward for Brest in a very dilapidated condition.

Meanwhile Admiral Montagu was cruising to intercept a large French convoy from America, with orders to remain off Cape Ortegal until the 20th, and then rejoin Lord Howe. His squadron accordingly arrived at Plymouth on May 30th, and received orders to put to sea again immediately. The exact position of Lord Howe's fleet was not known, but Montagu was told to rendezvous off Brest. On June 4th he weighed with eight sail of the line, including two very slow sailers, the *Ganges* and *Alexander*. He also had two frigates, and was joined by the *Blonde* on the 5th, which ship henceforward formed part of his squadron.

On the 8th the report of guns was heard in the north-east. At dawn next morning Captain Markham, who was ahead, made the signal that six sail of the enemy's fleet were in sight, and the admiral ordered line to be formed in close order. Soon the whole French fleet came in sight, consisting of nineteen sail of the line and several frigates, with evident signs of rough treatment received from Lord Howe. They were in very close order, and five dismasted ships were in tow. Villaret-Joyeuse was standing in for the land, and Ushant was in sight. On the 10th they made sail, and gave chase to Admiral Montagu's squadron,

which was too inferior in force to justify an action. Yet it was very nearly being necessary either to fight or to abandon the *Ganges* and *Alexander*. The admiral made the signal to haul close upon a wind on the starboard tack, and another to the two sluggards to make more sail. The other ships repeatedly had to shorten sail, and the *Blonde* was part of the time with her topsails on the caps, and courses hauled up. The French were rapidly getting close, but at 4 p.m. they suddenly hauled on a wind to the east, and gave up the chase. At sunset Montagu's squadron lost sight of the beaten French fleet, and the long, exciting day was at an end.

On June 12th the *Blonde* returned to Cawsand Bay, and received orders to cruise with three other frigates among the Channel Islands and on the French coast. For the first fortnight of July Captain Markham was at Guernsey and cruising in the neighbourhood, and on the 20th he stood over to Cherbourg to reconnoitre, and took careful note of the number and size of the enemy's ships there. He returned to Guernsey on the 21st, and weighed at 4 a.m. on the 23rd. In passing through the Little Russel Channel, between Guernsey and the islet of Herm, the *Blonde* struck on the Russel Rock with so much violence as to require the pumps to be constantly at work. It was blowing a gale of wind, but every means being used for the ship's safety, a willing ship's company got her into Cawsand Bay the next day. "I was obliged," wrote Captain Markham, "to carry such a press of sail upon the ship, that, going eight knots through the water, a heavy cross sea pitched her flying-jibboom, jibboom, bowsprit, and spritsail yard under, and I lost sight of the forecastle. Luckily nothing went but the flying-jibboom and

spritsail yard. The reason of this astonishing pitch was the quantity of water in the ship, a great deal of which lodged forward, and as she lay along very much we had above three feet washing to leeward in her bilge. We got her into dock the morning of the 25th." She was out of dock by August 6th, and her own people got in her fore-mast and bowsprit.

Captain Markham now applied to Lord Chatham, then First Lord of the Admiralty, for a 74-gun ship instead of a frigate. In an action such as that of June 1st, a frigate, though doing useful service, is practically out of the fighting. He had now had two commissions in frigates. It was a very proper ambition for a young captain to be in the line of battle. He had his eye upon the *Hannibal*, which he saw in Hamoaze, fit for commission. Lord Chatham complied with his wish, and on August 18th, 1794, he was appointed captain of the *Hannibal* (74).[4] He took his first lieutenant, Ponsonby, and Lieutenant Moss with him out of the *Blonde*.

In those days the business of commissioning was an anxious one, as it was no easy matter for a captain who was not well and favourably known to get together a really good ship's company. Captain Markham had made the best of his time while living on shore on half-pay in Yorkshire. He had secured several useful friends, especially at Hull, who now stood him in good stead. A large batch of Yorkshire seamen came round to join his ship, and before November he was

[4] His schoolfellow, Richard Burke, died in this month. The illustrious father had been estranged from his old friends, owing to his conduct towards Warren Hastings. Broken-hearted at the loss of his only child, Edmund Burke died less than three years afterwards, on July 9th, 1797.

very well manned, and with an excellent set of petty officers. He hoped his orders would be to join Lord Howe, and in this also his wishes were fulfilled. On February 2nd, 1795, the *Hannibal* formed part of the commander-in-chief's fleet in Tor Bay, consisting of fourteen sail of the line, ready for sea. This fleet protected a large convoy of merchant ships as far as Cape Finisterre, and, during the cruise, it was found to be in remarkably good order, well-appointed, and ready for immediate service. But the poor admiral was very ill during the whole time, with gout in both feet and one hand. The fleet returned to Portsmouth on February 25th.

In April, 1795, the *Hannibal* was ordered to go to sea with a squadron under the command of Rear-Admiral Colpoys, and proceed to the West Indies. The ships in company were the *London*, *Robust*, *Valiant*, *Colossus*, *Astrea*, and *Thalia*. A few days after they sailed the squadron came in sight of several French frigates. The *Astrea* engaged and captured *La Gloire*, the *Robust* chased *La Fraternité*, and the *Hannibal* made sail after *La Gentille* (42), chased her all night, and captured her at dawn when no other vessel was in sight. "The *Hannibal* sails like a witch, for the captain of *La Gentille* thought it impossible anything could come up with him, which we did after nineteen hours. She has done a great deal of mischief during the war, during one cruise having taken and destroyed forty-five sail of different nations. She is only two months out of dock, where she was repaired and fresh-coppered, as the captain informs me. At sunrise, while the prisoners were shifting from the *Gentille*, the signal-man on board the *Hannibal* reported the *Robust* nearly four leagues off,

chasing another frigate across our bows. As soon as I had secured *La Gentille*, I pursued the new chase, and between five and six the same evening I got near enough to throw several shot into her. But the wind unfortunately died away just when I had made sure of taking her, and the French frigate, *La Fraternité*, got sweeps out, and rowed away from us in the calm. However, I kept sight of her till a light air sprang up, and chased her all night and all next day, when I was again very near her, when she threw overboard a quantity of stores, and, I believe, her anchors and some of her guns. She escaped at night, the weather becoming very dark. Ten minutes more would have secured her." On April 18th the *Hannibal* put into Plymouth Sound, and Captain Markham eventually received 193*l.* 11*s.* 8*d.* as his share of prize-money for *La Gentille*, and 289*l.* 16*s.* 10*d.* for *La Gloire*, altogether 483*l.* 8*s.* 6*d.* The *Hannibal* was ordered to sea again in May to proceed to San Domingo, where John Markham had to face a heavy loss, the greatest sorrow he had as yet experienced in the course of his life.

Young David's bright career was brought to a close. Induced by the representations of some fugitive planters, the British Government unwisely determined to make a descent upon the island of San Domingo with an absurdly inadequate force. The French Republicans had sent out 6000 picked troops, and these, joined to 15,000 disciplined and acclimatized militia, formed an effective force of over 20,000 men inured to the climate; while the abolition of slavery had raised the whole negro population against the planters, and on the side of the Republicans. The country is mountainous and difficult, and the climate

deadly. To face all this, the English Government had the incredible folly to despatch a force of 870 men from Jamaica for the conquest of San Domingo. They landed in September, and met with a reverse. It was then that a tiny reinforcement was sent from Port Royal, including the 20th Regiment, under the command of Colonel Markham. Commodore Ford, with four frigates, occupied Cape Nicholas Mole, and Fort Tiburon was taken, but the English only held the ground they stood upon. For eight months not a soldier arrived from England, no provisions or necessaries were supplied, and the effects of ignorance and incapacity were bearing fruit. At last three regiments arrived under General Whyte, and it was resolved to attack Port au Prince, the capital of the French part of the island. The troops behaved admirably. Port au Prince is commanded by Fort Bizotton, on an eminence guarding the approach. This position was carried by assault after much hard fighting, and the town was immediately evacuated, on June 4th, 1794. In addition twenty-two merchant ships, laden with coffee and sugar, and valued at 400,000*l.*, fell into the hands of the English.

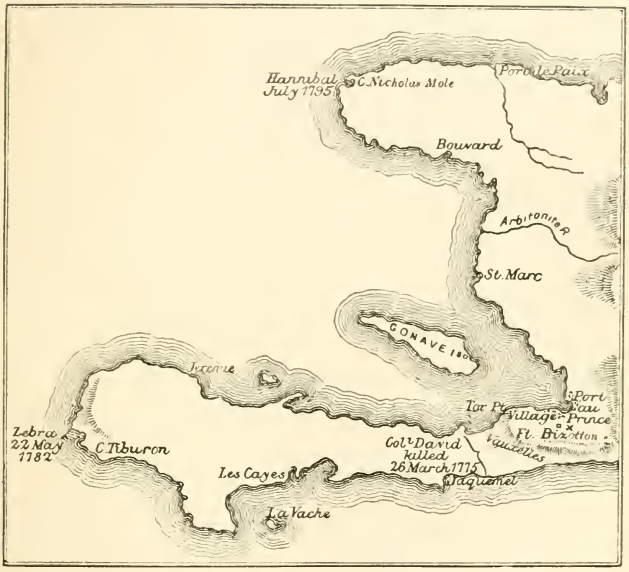
Yet little real ground was gained, owing to the ludicrous inadequacy of the invading force. The enemy occupied the surrounding heights, receiving abundant supplies from their rear, and so the months slowly passed on. In December the Tiburon Fort was attacked; out of a British garrison of 450 men, 300 were killed, and the survivors heroically fought their way for five miles through a swarming force of the enemy. No more succour came. General Whyte was invalided, having been relieved by Brigadier Horneck in September. The mortality was appalling.

Within two months after the capture of Port au Prince, 40 officers and 600 men had died of fever. Horneck was obliged to act strictly on the defensive, and the enemy even began to lay siege to Fort Bizotton.

There was a strong redoubt threatening Bizotton which it was necessary to capture. On March 26th, 1795, Colonel Markham gallantly led the 20th Regiment to the charge, and fell dead, nearly cut in two by a cannon-ball, in the moment of victory. His brave men pushed on, carried the place, and captured the enemy's colours and five guns. "Victory," says Bryan Edwards, "was dearly obtained by the loss of so enterprising and accomplished a leader. Yet it affords some consolation to reflect that these brave young men, though cut off in the bloom of life, fell in the field of glory, nobly exerting themselves in the service of their country, and dying amidst the blessings and applause of their compatriots." [5]

It was to receive this dreadful news that his poor brother was coming to San Domingo. The *Hannibal* arrived at Cape Nicholas Mole on June 27th, three months after the event, so slowly did even ill news travel in those days. His grief was overwhelming for a time. At last, on July 14th, he was able to write home. "You, my dear father, alone can judge what a severe shock I received on my arrival. Alas! my only comfort, my consolation, was in the hope of bringing home my dear, dear David. It was ridiculous of people to offer consolation, especially as they could but aggravate my misery by painting to me the high character he had won among all ranks, and the universal regret that was felt for his loss. What I

[5] "History of the West Indies," by Bryan Edwards, vol. iii. cap. xi. p. 180 (third edition, 1801).


Hannibal
July 1795
C. Nicholas Mole
Port de Paix
Bouvard
Artibonite R.
St. Marc
GONAVE I.
Jeremie
Tor Pt.
Port au Prince
Village
Ft. Bizotton
Quezeles
Zebra
22 May
1782
C. Tiburon
Col.y David
killed
26 March 1775
Aquemel
Les Cayes
La Vache

have felt I cannot describe, especially when in addition I have had to feel for all those I left at home, and to consider their misery as my own. God knows what a heavy blow it is to me, who came to this spot in the hope of embracing him."

The venerable archbishop had already received such consolation as the high praise of men in authority can give, from the following letter :—

"Bruton Street, May 25th, 1795.

"Be assured, my lord, that I do not mean an indiscreet or impertinent intrusion upon your Grace at this moment of affliction, but I bear so very sincere a part in it, and am so essentially concerned in the melancholy cause of it, that you cannot refuse me the consolation of allowing me to lament with you the loss we have both sustained. It is a consolation to recollect and record his virtues; and whether we consider his public or private character, he was equally the admiration of all who knew him. He had acquired the utmost reputation as an officer. His gallantry and abilities had created the most sincere respect from all, and no one had the happiness to be nearly connected with him who did not pay a just tribute to his amiable personal qualities, and the amenity of his manners, by feeling the most affectionate esteem for him. With the utmost truth I can affirm that I never knew a man more universally beloved, nor an officer more generally regretted. With these sentiments, my lord, judge what I must feel on the present occasion, for I looked forward with the highest satisfaction to the moment when I should have it in my power to deliver into his charge a number of very promising youths who have lately

obtained their commissions; and who would have been formed by his example and by his instruction to become soldiers worthy of acting under his command. His Majesty's 20th Regiment might then again have become the model for others; and when vacancies occurred there would have been as many anxious candidates to supply them, as I remember formerly in the the time of his predecessor Wolfe.[6]

"I have often reflected on the great similarity between the two characters, and, alas! the similarity is now fatally completed. Both died as they both had lived, with honour to themselves, with honour to their profession, and the loss of both deplored by their country.

"With every sentiment of respect, &c., &c.,

"WEST HYDE."[7]

David Markham was only twenty-eight when a soldier's death closed his short but glorious career.

The shocking condition of the troops must have deepened the sorrow of his brother. Out of the 81st Regiment, garrisoning Cape Nicholas Mole, 120 men died within three months. At Port au Prince there were 230 men able to do duty, and the sentries were literally not within hail of one another. The drafts from England which the criminally ignorant ministry

[6] Wolfe became Lieutenant-Colonel of the 20th in March, 1750, and got the regiment into a very high state of efficiency; so that it was highly distinguished at the battle of Minden. He left it in 1757, when he became a colonel, and was Colonel of the 67th, which had been formed out of the second battalion of the 20th.

[7] General West Hyde entered the Guards on October 15th, 1753, and became a captain and lieutenant-colonel in 1767, colonel in 1777, and was Colonel of the 20th, or East Devonshire Regiment of Foot; major-general, 1782; lieutenant-general, 1793. He died in Bruton Street, after a short illness, on February 25th, 1797.

thought sufficient to conquer the island, did not even replace the ravages which yellow fever made among their comrades. The army, unable to protect their own posts, required the aid of the navy, while the sailors were suffering equally. The *Raisonable* buried thirty-six men in her passage from Port Royal to Port au Prince. Our ships being detained in port to help the garrisons, the enemy's privateers swarmed over the seas; they had no check; their depredations were openly carried on, and the loss was enormous.[8]

To add to his miseries, Captain Markham had to contend against that dreadful disease the scurvy. "How the Admiralty," he wrote, "can account to the nation and their own consciences for sending us on a foreign cruise, when they had my representation of the state of the ship's company, I am at a loss to comprehend. I keep my people out of the sun as much as possible, and use all the preventives accessible to me. A time will come when the nation will be apprised of the wretched policy of our Government in meddling with this island. Since my arrival six of my people are dead, and every man in the ship has scurvy in a degree. By means of vegetable acids we contrive to prevent its making any serious devastation as yet, though from time to time men become too ill to do their duty. We have little fresh provision, and I have kept the men in the state they are, at considerable expense to myself."

[8] It was not until October, 1798, that the English Government concluded their San Domingo *fiasco*, and ordered the island to be evacuated. Mr. H. Dundas, as Minister of War and Colonies, was chiefly responsible for this disastrous blunder. The 20th, when it landed at Plymouth in 1796, only had six officers and seventy men surviving.

In September, 1795, the *Hannibal* went to Port Royal, and Captain Markham's whole time was occupied with arrangements at the hospital for the care and comfort of the sick. The dreadful strain, following on the shock of his beloved brother's death, was too much for him. He was invalided, and sent home in November as the only chance of saving his life.

After his return he continued to receive most melancholy accounts of the state of his old ship from the first lieutenant, who knew the deep interest Captain Markham took in the welfare of his men. Writing in December, 1795, Lieutenant Moss says:—"Since you left us, Buller and Sargent and young Harrison, with thirty men, have fallen victims during fourteen days. Young Walker, Brandon, Martin, and Jones (your late clerk), died at the hospital a few days after you left. One hundred and seventy have been buried already, and many more must go, I fear. We are reduced to 300 men and boys, many of them in a very feeble state."

In April, 1796, Lieutenant Moss wrote to tell his old captain of the death of more mess-mates, and of his own recovery from a second and dreadful attack. "Buller and Briskey actually bled to death. The former expired in my arms. I now remain the only officer in the ship that you know. I most truly rejoice that you left us in time. The depressing scene that followed your departure will be ever present to my memory."

From such scenes as these did Captain Markham return home in December, and thus the year 1796 began with him in England. It was a sad home-coming. One place was to remain unfilled by the hearth at Bishopthorpe for evermore. The bright young life

was extinguished, the well-loved face was never to be seen there again. This deep, abiding sorrow had fallen upon the whole family alike. But John Markham also had the wretched sickness and the deaths of his poor people, on board the *Hannibal*, constantly in his mind during that winter and spring, the memory being kept fresh by letters from the old ship.

It was a period of grief and depression. He was truly in sore need of some fresh source from which consolation might flow, of some new interest to turn his thoughts into a brighter channel. The remedy for his affliction was not distant. The time was at hand for the discovery of a new spring of happiness and sympathy.

His eldest brother, William, had married Elizabeth, daughter of Oldfield Bowles, Esq., of North Aston, in Oxfordshire, on August 20th, 1795, before he returned home. They were living at Becca Lodge, near Aberford, in Yorkshire.

CHAPTER XII.

MARRIAGE.

George Talbot Rice had been at Westminster with John Markham, although three years his junior; they had renewed the friendship of their school-days, and the sailor, when on half-pay, had more than once paid a visit to the home of the Rices in South Wales.

The family of Rice descends from a long line of Welsh ancestors, beginning with Urian Reged, Lord of Kidwelly. In the line of descent were the famous Sir Rice ap Thomas, who materially helped Henry of Richmond to his crown at Bosworth, and Sir Rice ap Griffith, who married Lady Catherine Howard, daughter of the hero of Flodden. The latter was a victim of the tyranny of Henry VIII. There was a tradition that the raven and the bloody hand would conquer England. A raven was the crest of the Rices, a bloody hand was a cognizance of James V. of Scotland. So a conspiracy was assumed. He and his father had also adopted the name of Fitz Uryan, which was considered to partake of the nature of treason. The end was that Sir Rice ap Griffith was beheaded in 1531, all his estates being confiscated. A portion was restored by Queen Mary, but the Rices had been shorn of their ancient splendour when the

Right Honourable George Rice,[1] of Dynevor Castle (or Newton),[2] M.P. for Caermarthen, married Lady Cecil Talbot in 1756. The Lord Chancellor Talbot, created Baron Talbot in 1733, had married a Welsh heiress, Miss Cecil Matthews, through whom he acquired Hensol in Glamorganshire. His son was Lord Steward in the first years of George III., and was created Earl Talbot in 1761. He married Mary, the daughter and heiress of Adam de Cardonnel, M.P. for Southampton, and Secretary at War in the days of Queen Anne. Barrington Park, in Gloucestershire, was bought with the Cardonnel fortune, and here the Lord Chancellor was buried. As Lady Cecil was Earl Talbot's only child, he was created Baron Dynevor in 1780, with remainder to his daughter and her heirs male, and he died in 1782. His daughter took the name of De Cardonnel.

Mr. Rice and Lady Cecil Talbot had four children: a daughter, Henrietta, born in 1758; a son, George Talbot, born in 1765; Maria, born on April 5th, 1773; and Edward, born in 1776. Mr. Rice died in 1779, when Maria was only six, and his widow, Lady Cecil, who had become Baroness Dynevor in her own right on her father's death in 1780, followed him on March 14th, 1791, at the age of sixty.

[1] George Rice's father, Edward Rice, of Newton, married Lucy, coheiress with her sisters Anne and Gertrude, of the Trevors of Glynd in Sussex. Gertrude married the Honourable C. Roper, whose mother was Baroness Dacre, and their daughter Gertrude married J. Brand, Esq., and was mother of the twenty-first Lord Dacre, and grandmother of Sir H. Brand of Glynd, the present Speaker. George Rice's grandson, the fourth Lord Dynevor, took the name of Rice-Trevor, as a representative of the Trevors.

[2] The modern house in the park, near the old ruined castle, was called Newton. Dynevor (or *Dinas Fawr*) has long been a ruin. It was once the residence of the princes of South Wales.

Maria Rice was twenty when she lost her mother.[3] Her sister Henrietta was many years older than herself, and had been married since 1788 to Magens-Dorrien Magens, Esq., of Hammerwood Lodge, in Sussex, who was a banker in London.[4] Her brother, George Talbot, Lord Dynevor, succeeded his father at Newton in 1779, and his mother in the title in 1793. He married Frances,[5] daughter of the first Viscount Sydney in the following year; and his sister Maria continued to have a home with them. Edward Rice, his younger brother, was still at Oxford.

Newton and Dynevor Castle had great attractions for Captain Markham. He wrote the following lines when his pleasant visit came to an end, in the winter of 1796:—

The winds were loud, the clouds deep hung,
And dragg'd their sweepy trains along
The mountain's dreary side,
When from the hill one look to throw
O'er Towy's[6] rambling flood below,
I turn'd my horse and sigh'd.

But soon the gusts of sleet and hail
Flew thick across the darken'd vale,
And blurr'd the face of day.
In sullen silence I jogg'd on,
And, though Tom cried you're going wrong,
Still wander'd from my way.

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[3] In memory of her mother, Miss Rice had a large oval locket, with rim of white and blue enamel, and inner encircling of large pearls surrounding Lady Dynevor's hair, and over it a coronet and D in small diamonds. It was attached to five strings of pearls on velvet, with a ruby clasp.

[4] Firm of Dorrien Magens, Martin, and Mills.

[5] Her sister married the second Earl of Chatham.

[6] The river which washes the base of the rock on which Dynevor Castle stands.

The scenes which once my fancy struck,
Or the awed mind with wonder took,
Pass'd unregarded all,
Nor black Trecarrig's[7] steepy height,
Nor waste Trecastell[7] gave delight,
Nor clamorous Hodny's fall.

Did the bleak day, then, give me pain,
The driving wind and pelting rain,
And sky with tempest fraught?
No, these unheeded raged around,
Nought in them so much mine I found
As claim'd one wandering thought.

Far other cares engaged my mind,
Cares for the joys I left behind
In Newton's happy groves;
Yet not because its woods disclose
Or lawns or grots more fair than those
Which Pan at midday loves.

But that beside its social hearth
Dwells every joy that youthful mirth
Or serious age can claim.
The man, too, whom my soul first knew
To honour and to virtue true
And friendship's sacred name.

The inmates of Newton, one especially, were very dear to him, and their father had been an old and tried friend, in years long gone by, of his father, the archbishop. So it was with feelings of sorrowful regret that he took his farewell of the woods of Dynevor, and rode away. But the separation was not for long. In the spring they met again, in London, and before the autumn Captain Markham was engaged to be

[7] Peaks in the range in the northern part of Caermarthenshire. Carreg Wen, and Mynydd Castell. The highest point is 1168 feet above the sea.

married to Miss Maria Rice. The love that had found its birth and half-expression amidst the enchanting scenery of the vale of the Towy, was now declared and accepted.

On November 21st,[8] 1796, Captain John Markham, R.N., was married to the Honourable Maria Rice, in the chapel of Lambeth Palace, by his friend, Dr. John Moore,[9] Archbishop of Canterbury. His age was thirty-five years and five months; that of his bride twenty-three years and a half. The newly-married pair went to pass the first few weeks at Barrington,[1] Lord Dynevor's other place, on the borders of Oxfordshire and Gloucestershire. It was a large square house, in the Italian style, with an old church close to it, and a fine deer park sloping down to the banks of the Windrush, a tributary of the Thames.

What a change had a year brought forth! In November, 1795, Captain Markham was invalided, broken down with grief at his brother David's death, his own officers and men dying in scores around him of yellow fever and scurvy, himself at death's door from sorrow and anxiety. In November, 1796, he was enjoying the delights of a comfortable country-

[8] The Peerages (Debrett, 1831, &c.) give the date November 17th. But the marriage-licence from the Faculty Office is dated November 21st.

[9] Dr. Moore died in 1805.

[1] Barrington belonged to the Priory of Llanthony, near Gloucester. At the dissolution it came to the crown, and was granted to John Guise, who sold it to Richard Mornington. The Mornington heiress, named Anne, married Reginald Bray, and Edward Bray was Lord of the Manor of Barrington in 1608. His descendant, Edmond Bray, had a large house and park there in the days of Atkyns (1700). The Brays were buried in the north aisle of the church. Reginald Bray sold Barrington to Lord Chancellor Talbot in 1734. The first Lord Bray was a brother of the Reginald who married the Mornington heiress.

house, in the midst of enchanting scenery, beloved and honoured by a charming companion, with the bright prospect before him of many years of married happiness. The days flew swiftly by, but not in absolute idleness. They found time to read several of Shakespeare's plays together, and had many a hearty laugh over "Gulliver's Travels."

Maria Rice was no ordinary person; she had rare gifts, both of mind and presence. A slight, graceful figure gave ease and lightness to her movements, and her shapely head and rather pale, oval face were relieved by masses of light brown hair. Her eyes were very expressive, her mouth small, and the bridge of the nose rather high. She was clever and accomplished, drew well and with spirit, painted flowers exquisitely, was a good musician, and delighted in dancing. Enjoying good health, she loved the open air, and was fond of taking long walks. She was fond, also, of reading, both remembering and thinking over what she read; and she habitually made notes, not only of the subject of her studies, but also of her impressions, so that her mind was well stored with knowledge, and she took a warm interest in passing events. She defended her opinions, and above all her friends, with animation and courage; and often fired up at the mention of anything she disapproved, or at any disparaging word levelled at one for whom she cared. The captain would call her his "squib," and this was, for a long time, a joke between them. But she was, at the same time, a good and careful manager, and she was of a most loving and affectionate nature. She heartily appreciated wit, and was herself full of merriment. Yet she was more attentive to her religious duties than was usual in those days, and she very

jealously guarded her husband's interests and his honour. She maintained that it was a great mistake for people to believe, as was then so common, that it did not signify what others said, so long as one never did what was wrong. It was the duty of a wife, she thought, so to conduct herself as that nothing should be said of her. She must not even be talked about. A sailor's wife, left sometimes for years together to act entirely on her own judgment, she was naturally led into this train of thought. In her husband she had found a man of ability and good sense, one who loved her with depth and constancy, of an even temper, always gentle and considerate, and fully appreciating her varied gifts, and the pleasure of her society. In the first years of their marriage, they had a mutual interest in their attachment to the dog Bob, of whom they were both very fond.

The happy winter at Barrington was followed by a time of paying visits to friends and relations, but just as they were preparing for a journey to Yorkshire, Captain Markham's services were called into requisition. On March 29th, 1797, he commissioned H.M.S. *Centaur*, at Woolwich, and soon afterwards he had to sit on several courts-martial at the Nore. In April, 1797, the alarming mutiny at Spithead was disposed of by timely concessions. But in the following month the still more threatening mutiny at the Nore caused a panic throughout the country, and when it was suppressed, a number of unfortunate men, who were the ringleaders, had to be tried. Captain Markham, who was fitting out the *Centaur*, had to sit on the courts-martial. He took lodgings for his wife in the pretty little village of Greenhithe, on the Thames, and there they lived for several weeks. He was well

recompensed for the tedious and very painful duties of the day by the charming society he found in the evening at the little Greenhithe lodging.

At last the sad business was over, and in the last days of August they posted up to Yorkshire, and the young wife was introduced to the home at Bishopthorpe. The time for a long separation was coming terribly near, and the husband gave many an anxious thought to the chances of comfort and happiness for her whom he loved so dearly, when he should be far away. But he felt that he had little cause for fear. His good old father, the head of the family of which she had become a member, would be more than a father to her too. The archbishop had reached his seventy-seventh year, and we have the impression that he left on the minds of two accomplished men who knew him well.

The learned Dr. Parr[2] said, "I scarcely recollect any

[2] Samuel Parr was the son of Dr. Parr, a surgeon at Harrow, by Anne, daughter of Dr. Leonard Mignard (descended from a French refugee), to whose practice he succeeded. Born in 1748, young Samuel went to Harrow in 1752, and was head boy in 1761. Here he was the schoolfellow and intimate friend of Sir William Jones, and of Dr. Bennet, Bishop of Cloyne. In 1765 he went to Cambridge, took orders in 1769, and married a Miss Massingale in 1771. He was an assistant master at Harrow, then kept a school at Stanmore, where his boys acted two plays of Sophocles—"Œdipus Tyrannus" and "Trachiniæ"—before Sir William Jones and a very critical audience. In 1777 he became head-master of the school at Colchester, and in 1779 of the free school at Norwich. He was a severe disciplinarian. In 1786 he resigned, and retired to Hatton in Warwickshire. He was afterwards Rector of Graffham.

Dr. Parr was a man of marvellous erudition, a profound scholar, an original thinker and writer, and a keen politician. The friend of Fox, Windham, and Bentham, he was a strong Liberal. He was a most voluminous writer, his works filling seven large volumes. He was vehement, irascible, and very plain-spoken.

He had a pupil at Hatton, Mr. John Wynne, son of rich parents

one greatly distinguished, in whose composition some shades of vanity were not traceable. Newton and Boyle were perhaps most free. I was well acquainted with one great man who was wholly exempt from it, even to a fault, Markham, late Archbishop of York. His powers of mind, reach of thought, memory, learning, scholarship, and taste were of the very first order; but he was indolent, and his composition wanted this powerful *aiguillon*. Both in public and in private he would suffer any one to take the lead in the discussion; never on any occasion whatever did I see him *faire éclater son esprit*. He was a great reader to the last, but without any particular object of pursuit, though with an attention that nothing could disturb. I have seen him continue his studies while his youngest child was climbing about him, without the smallest interruption, except to give her a kiss, for he was most affectionate to his children. In

in Wales, who fell in love with his daughter Sarah. When Dr. Parr found it out, he locked her up. She escaped out of a window, fled with her lover, and they were united at Gretna Green. When they came back he turned them from his door. They took refuge in a farm-house. Young Wynne's father said no money should come from him, that they were both under age, and it might be broken off. But the doctor's heart had begun to yearn towards his daughter; he told Wynne's father that all the wealth in the world was to him lighter than dust in the balance, when his child's honour was in the other scale. He remarried the runaways, and sent them to Oxford for the husband to take his degree.

Dr. Parr was not popular with ladies. He was too great a scholar, and too studious, to be a favourite in a drawing-room. All must be regulated by his habits. Ladies must bear his tobacco, or give up his society. The youngest lady present must light his pipe. At table he was a glutton, in society a bear. But he was fond of pomp and ceremony, and when his daughter died at Teignmouth he went with the body, in funeral procession, all the way to Warwickshire. He could not brook contradiction. Dr. Parr died in March, 1825.

his youth he was highly distinguished for the elegance of his compositions, and if the active period of youth had not been engaged in the labours of instruction, he could not have failed to have raised himself a name by his pen. I have often heard him discuss subjects with a strength of thought and expression which would well have borne the press. Once especially, when a favourite subject occurred—the geographical changes which had taken place in the Mediterranean since the times of Homer, and the early Greek writers—he grew so warm upon his subject, and was so able, so instructive, and so elegant both in thought and language, that his son George, who, with me, were the only persons present, could not help saying, 'I wish, sir, you would let me write this down.' 'Well, George, you may perhaps some day catch me in the humour.' But that day never arrived."

Mr. Mills,[3] who was for many years the archbishop's chaplain, thus wrote of him:—

"With great learning he was modest; though raised to the highest station, he was meek and humble. His religion was a religion of the mind, without austerity, and free from ostentation. His subdued temper rendered him indulgent to the faults of others, and made him a companion at once condescending and instructive. His knowledge of Grecian and Roman literature was universal, his taste pure. His geography

[3] Henry Foster Mills was born in 1769, went to Westminster, entered college in 1782 with Robert Markham, and was elected to Cambridge in 1786. He entered holy orders, was chaplain at Castle Eden, rector of Barton-in-Fabis (Notts), Prebendary of York, and precentor in 1797, and chaplain to the archbishop; also rector of Emley. He married Alicia, the archbishop's daughter, in 1794, and had entailed property in Durham. He was a good man, and a refined scholar. He died at Bath on April 27th, 1827.

was of such extensive range that it descended to all the minuteness of topographical accuracy, so that when head-master he never failed to ensure the attention of his scholars by enlivening his lectures with the most pleasing descriptions, and the most interesting anecdotes. In the House of Lords he seldom spoke, but when attacked for party purposes he defended himself with great spirit and eloquence. As a preacher his voice was clear, distinct, and melodious, his sentences concise and perspicuous, and his manner in public, as in private, animated, dignified, and persuasive. Dr. Markham often seemed to show a partiality for the profession of a soldier. He probably might have taken early impressions of this nature from his father, who was highly distinguished in that profession. He, no doubt, possessed in an eminent degree those qualities which would have led to distinction in military life. His judgment was cool, his courage undaunted, his decision quick, his mind energetic, active, and enterprising, his constitution capable of enduring fatigue, his fortitude and patience not to be subdued. To these may be added that his general science enabled him to form correct ideas of ancient tactics, and to combine the advantage of Roman discipline with the improvements of modern art. Thus, in commenting on the campaigns of Cæsar or Alexander, of Marlborough or of Buonaparte, he would point out with peculiar force, and singular critical ability, the errors or the wisdom of their movements.

"The same comprehensive mind made him also no mean judge of agricultural improvements and pursuits; and he would not unfrequently lament that the writers on those interesting topics were in general so ignorant

of Greek and Latin classics, while a goodnatured smile might be seen to play about his countenance at hearing them usher in with all the parade of discovery a practice which Theophrastus or Columella had enforced ages ago, or which even the Mantuan bard had more widely diffused in his didactic poem.

"In all the relations of life, this truly great man was peculiarly happy. As a husband, he was beloved; as a father, revered; as a master, served with affection; as a patron and benefactor his bounties were felt and gratefully acknowledged. His domestic establishment was princely but unostentatious, and his hospitality unbounded."

To these estimates of the archbishop's character, may be added the testimony of Mr. Ward, the author of "Tremaine," and other novels once well known. In a note[4] he writes: "Dr. Markham, late Archbishop of York, so learned, so liberal, so kind. It is difficult to name the memory that is so much and so fondly cherished by the friends, young and old, who survive him."

Such was the man in whom Captain Markham well knew that his wife would find a second father. He was the old friend of her own father, whom she had lost when quite a child. Mrs. Markham gladly took

"Tremaine, or the Man of Refinement," vol. i. p. 113 n. Mr. Ward, the son of a merchant at Gibraltar, was born in London in 1765. He was at Christ Church, Oxford, and was called to the bar in 1790. A successful lawyer, especially in international and maritime cases before the Privy Council, he was afterwards in Parliament, and twice held office. "Tremaine" appeared in 1824, followed by "De Vere" in 1827, both very successful and popular novels in their day, and "De Clifford," 4 vols. He wrote other more solid works, and died in 1846, aged eighty-one. His son was Sir Henry Ward, Commissioner of the Ionian Islands, and Governor of Ceylon.

the place of a mother. The three elder sisters were married,[5] but there were still three at home, Frederica, Anne, and Cecilia, who were anxious to receive her as one of themselves. Frederica was just her own age, Anne was nineteen, and Cecilia only fourteen. Mr. and Mrs. William Markham, of Becca, and George, the rector of Stokesley, were equally cordial. Robert, the youngest brother but one, was also a clergyman, vicar of Bishopthorpe, rector of Bolton Percy, and archdeacon.[6] He was very absent and odd, but most kind and warm-hearted. He was just married to Frances, daughter of Sir Gervase Clifton, of Clifton. Osborne[7] Markham, the youngest brother, was now twenty-eight, had been called to the bar, and was a great deal at Bishopthorpe.

The captain's wife was no less welcome among her own relations. Lord and Lady Dynevor made her feel that their house was her home, and her sister, Mrs. Dorrien Magens, was always too delighted whenever she could come to Hammerwood. Captain Markham had taken the lease of a house for her in London, at 11, Portugal Street.

In the same year, June 8th, 1796, Captain Mark-

[5] Harriet, married, in 1784, to Ewan Law, Esq., of Horsted, in Sussex, son of the Bishop of Carlisle, and elder brother of Lord Ellenborough. Elizabeth married William Barnett, Esq., who had property in the West Indies. Alicia married, in 1794, the Rev. H. F. Mills, the archbishop's chaplain.

[6] The archdeacon was the reverse of punctual. Sydney Smith, in writing to remonstrate on one occasion, said that there was one reason why he would not like to succeed Robert Markham at Bolton Percy. If one of the duties should be to lay the former rector's ghost in the churchyard at midnight, it would be sure to be late, and he would have to shiver for hours in the cold.

[7] The Duke of Leeds was his godfather, and hence the name of Osborne.

ham's cousin, Henrietta Goddard, with whom his family was very intimate, had been married to Admiral Sir Charles Morice Pole, Bart., a distinguished and very able officer, who commanded one of the line-of-battle ships when the *Blonde* formed part of Admiral Montagu's squadron, and sighted the shattered French fleet after Lord Howe's action.

These were stirring times in the navy, and Captain Markham's services were not long dispensed with. The newly-married pair had a short but very happy ten days at Bishopthorpe, and they paid a flying visit to Becca with the Robert Markhams, also just married. Then the time for parting arrived. Full of confidence in the affection and solicitous kindness of his family, he took a sad but hopeful farewell of his young bride on the steps of Bishopthorpe, and started to take command of his new ship. "1797. On September 11th, Captain Markham left me to join the *Centaur* at the Nore."

CHAPTER XIII.

THE "CENTAUR."

THE *Centaur* had been commissioned by Captain Markham on March 29th, 1797, and he had superintended her fitting-out and manning during the summer months. She was a fine 74-gun ship, built at Woolwich in 1796, with a length of 176 feet on her main deck, 144 feet length of keel, and 1842 tons. Her figure-head was a huge centaur with the body and hind legs extending half-way down the cutwater. Captain Markham had a smart first lieutenant in Mr. Richbell, who was also an accomplished seaman and a good artist. The other lieutenants were Mr. T. Smith, Mr. Tailour, Mr. Harry Humphreys, and Mr. Gardner. To this number young Walter Grosett was afterwards added. He came with a recommendation from the captain's wife, written at the request of the gallant Captain Riou,[1] and with another from his relative, Mrs. de Kantzow, Captain Markham's old flame at Lisbon. But he did not need them, for his own good qualities, which were well known to his captain, were a sufficient introduction. They had served together at Martinique, when young Grosett was in the flag-ship.

The master was Mr. W. Brown; the officer of

[1] Killed in 1802 at Copenhagen.

marines, Lieutenant Colley; the surgeon, Dr. Willes, and his mate, Mr. Jones; and the purser, Mr. Kittoe, a very worthy man, for whom the captain formed an enduring friendship.[2]

Among the junior officers was William Croft, of the Crofts of Stillington, in Yorkshire, a very fine young fellow, over whose welfare his captain continued to watch for many years after he had left the *Centaur*. Indeed, Captain Markham paid very special attention to the interests of the midshipmen under his command, seeing that they received instruction, and that their wants were properly looked after. Mr. Brown, the master, was expected to teach them navigation, and the boatswain had orders to initiate them into all the mysteries of seamanship. The captain himself saw that this was efficiently done, and he made them feel that he wished to be their friend and adviser as well as their superior officer. Nor did he spare himself trouble when their interests were concerned. The minute attention he cheerfully gave to all matters relating to their welfare, is shown in the letters from Sir Abraham Elton, whose son, Henry Elton, was a midshipman on board the *Centaur*.[3]

[2] His son was Lieutenant Markham Kittoe, of the East India Company's Service, an eminent antiquary and one of the most indefatigable of Mr. Prinsep's coadjutors in India. He investigated the ruins in Orissa, and discovered an important series of inscriptions on a rock at Dhauli in Cuttack. He was also employed by government to make excavations at Saronath, near Benares. His discovery at Dhauli proved to be one of the series of inscriptions of King Asoka. His numerous contributions to the *Bengal Asiatic Society's Journal* range from 1838 to 1850. He died in 1853.

[3] Henry Elton was a first cousin of Captain Markham's sister-in-law, Mrs. W. Markham of Becca. He was uncle of Arthur Henry Hallam, of Tennyson's "In Memoriam." Henry Elton was a retired

In September, 1797, Captain Markham came on board his ship at the Nore, and in October she was at Spithead. The apprehension that the French might attempt an invasion led to a squadron being stationed on the south coast of Ireland, and on November 21st. the *Centaur* arrived at the Cove of Cork. After a short stay there, she again put to sea for a cruise, and was caught in a furious gale of wind on December 11th. This continued, with scarcely any intermission, until the 20th, when the ship was in great danger. She was caught in a gale on a lee shore, just outside Kinsale, and was obliged to let go two anchors, her destruction being inevitable if they did not hold. A heavy sea was running, but the anchors did not come home, and she safely rode out the storm. Next day, when the weather was a little more moderate, they got the ship safely into Kinsale Harbour.[4]

Captain Markham declared, "the *Centaur* is the finest sea-boat I ever knew, she is an angel among devils." All his ships were, it would seem, excellent sailers, but one reason, no doubt, was that he knew how to sail them. He also had a very good ship's company, and was much pleased with their conduct in the bad weather they had had to battle with. Seeing how soundly the healthy young fellows slept under the lee of the boom-boats in the thick of the gale, he was reminded of the soliloquy of Henry IV., and how beautifully Shakespeare expresses his envy of the sleeping cabin-boy:—

captain, and died in 1858, aged seventy-two. He married Mary, daughter of Sir Francis Ford, Bart., and had two daughters.

[4] A picture of the *Centaur* in her perilous position outside Kinsale, was painted for Admiral Markham by the first lieutenant, Mr. Richbell, but long afterwards, in March, 1819. It is now at Morland.

Wilt thou upon the high and giddy mast
Seal up the ship-boy's eyes, and rock his brains
In cradle of the rude imperious surge,
And in the visitation of the winds
Who take the ruffian billows by the top,
Curling their monstrous heads, and hanging them
With deaf'ning clamours in the slippery clouds,
That with the hurly death itself awakes?
Wilt thou, O partial sleep! give thy repose
To the wet sea-boy in an hour so rude;
And in the calmest and most stillest night,
With all appliances and means to boot,
Deny it to a king? Then happy low, lie down!
Uneasy lies the head that wears a crown.

It was a very favourite passage of his, and he and his bride had read it together in that happy winter at Barrington, only just a year ago. The first months of absence were the hardest to bear, and in the long nights at sea his thoughts often turned to those days that flew so quickly, to their interchanges of thoughts, and to the books they had read to each other during "our tranquil and blessed life at Barrington." He cursed the war which was the cause of their separation. "You remember how this time last year we were reading 'Gulliver's Travels,' and how we laughed over the projectors in Laputa, and were amused at the description in the voyage to the Houyhnhnms, of the different states of Europe, their reasons for war, and modes of carrying it on. What Swift wrote then is in every respect and more than ever applicable now; and had we horses for governors instead of Yahoos, the country would at this moment enjoy the blessings of peace. Thus I ruminate and growl over the cause of our separation. I live so entirely on board, taking care of my flock, that I am ignorant of what is going on. Mr. Kittoe, the purser,

tells me that there is again some chance of a peace. That his news may be true is my earnest prayer."

Kinsale was a place with most interesting associations for Captain Markham. Here his grandfather lived for several years, and here his father and uncles were born. He found, on inquiring, that there were still some very old people who could remember them, and he was surprised, in talking to the old lady who kept the post-office, on Christmas Eve, that her memory also carried her far enough back to be able to tell him something about the little boys whom she had seen in Kinsale when she was young, sixty-five years before. The *Centaur* left Kinsale on January 12th, 1798, was at Berehaven on the 17th, and was cruising about on the Irish coast, generally in very rough weather, until the following April. She was then ordered to join Lord St. Vincent's fleet.

Sir John Jervis had relieved Lord Hood in the command-in-chief of the Mediterranean station, in December, 1795, and had then first become acquainted with Nelson. They were men of congenial minds, both enterprising, persevering, and public-spirited. Jervis felt from the first that, in the important and difficult work that was before him, he must look to Nelson, rather than to many of his seniors, for efficient co-operation. On February 14th, 1797, the battle of St. Vincent was fought, and Jervis was created Lord St. Vincent in the following June. After some much-needed rest in England, Sir Horatio Nelson rejoined Lord St. Vincent in March, 1798. The fleet was then engaged in the blockade of Cadiz, where ten Spanish sail of the line were shut up. But Buonaparte was meditating his Egyptian expedition. Lord St. Vincent knew some important move was contemplated at

Durham
Bishopthorpe
Hull
Grimsby
Berehaven
Cork
Kinsale
Dynevor
Barrington
Helvoetsluys
LONDON
Ades
Plymouth
Portsmouth
Cherbourg
Guernsey
Ushant
Brest
Lord Howe's
Action
1st June 1794.
C. Ortegal
Toulon
Barcelona
Cambrils
Minorca
Lisbon
Cartagena
Cadiz
Gibraltar
Tetuan

Toulon, and he therefore detached Nelson up the Mediterranean with thirteen sail of the line. The selection of Nelson was loudly remonstrated against by his seniors. Sir William Parker complained bitterly, Sir John Orde challenged Lord St. Vincent to fight a duel, and even Collingwood expressed annoyance. But Lord St. Vincent was not a man to be bullied. He was perfectly firm, and said, "Those who are responsible for measures have a right to choose their men."

From intelligence the commander-in-chief had got, he felt it to be necessary that Nelson should receive a large reinforcement. In fact, he was about to fight the battle of the Nile. Lord St. Vincent intended to send away his own inshore squadron at the blockade of Cadiz, commanded by Captain Troubridge, and consisting of ten sail of the line; but he did not consider this to be prudent until he had himself been reinforced by an equal number of ships. He therefore wrote home an urgent application for reinforcements.

In consequence of Lord St. Vincent's appeal, Admiral Sir Roger Curtis, with eight sail of the line, was ordered to leave the Irish coast, and make the best of his way to the fleet off Cadiz. The *Centaur* formed one of this reinforcing squadron. "After six rude months spent upon the coast of Ireland, the ship's stores nearly all expended, and with provisions for scarce a month left, we sailed from Bantry Bay on May 9th, in company with seven more ships of the line, under the command of Sir Roger Curtis, steering for Lisbon with strong westerly winds. Then we made the best of our way to Lord St. Vincent, joining him on May 25th, off Cadiz. As soon as we came in sight, a strong squadron, under Troubridge,

left the fleet to join Sir Horatio Nelson." This manœuvre was performed so well, and with such dexterity, that the Spaniards never knew what had taken place. The battle of the Nile was fought on the 2nd of the following August. Lord St. Vincent's fleet still consisted of seventeen sail of the line, seven of which were three-deckers, and the *Centaur* formed one of the inshore squadron, an unhealthy position with much tedious work. The fishing-boats were allowed to pass without molestation. The Spaniards, before many years to be gallant allies of England, winked at refreshments being obtained from Cadiz for the fleet. "Small boats come off during the night. So confident are we in the integrity of these poor Spaniards, that the officers have by their means got their linen washed in the town. We receive fresh beef, mutton, fowls, eggs, and vegetables from Portugal and Tangiers."

Lord St. Vincent managed to effect most of the refitting and repairs without losing the services of a ship, by bringing the whole body of artificers of the fleet to bear on the repairs of one ship at a time. Provisioning was also arranged so as to secure expedition. When a transport arrived, the ship of the line first on the list for receiving supplies was ordered to take her in tow without quitting her station in the line. Her boats were hoisted out and veered astern, so as to lay alongside either side of the transport until they were full, then hauled ahead, emptied, and returned until the demand was satisfied. The ship then cast off the transport, which went to the next ship in succession. Sometimes the commander-in-chief selected a particular ship to receive supplies for the rest of the fleet. Much attention was paid to the

health of the crews, regular sick-bays were established for the first time, and care was taken that the men were properly clothed and fed, and not overworked.[5]

Captain Markham had some disagreement with Lord St. Vincent relating to arrangements on board the *Centaur*—and his lordship could be extremely unpleasant when he chose. There had been some cases of fever on board, and the commander-in-chief sent Dr. Weir, the surgeon of the flagship, to inspect and report to him. Dr. Weir stated that the filthy condition of the woollen clothing was the cause of the fever, and Lord St. Vincent ordered the woollen clothes to be thrown overboard, the lower deck ports of the *Centaur* to be kept open night and day, fires to be lighted on the lower deck all day until further orders, and the ship's company to dine on the upper deck. He also ordered the stores of bread for the fleet to be stowed in part in the *Centaur's* ward-room.

These orders produced a remonstrance from Captain Markham. He requested that his men, who had themselves made a respectful representation on the subject, might be allowed a woollen jacket each for night-wear. He sent this letter on board the *Ville de Paris*, flagship, by Lieutenant T. Smith, who was also directed to report that the weight of bread in the ward-room had sunk the maindeck-beams so much that the tiller could not be moved more than a turn each way; and he asked that the carpenter of the *Ville de Paris* might be sent to inspect. Lieutenant Smith was told in reply that the bread was not to come out of the ward-room on any consideration whatever, but that it must be spread more about, and the officers' cabins might be floored with it. As Lieutenant Smith was

[5] Brenton, i. p. 143—145.

going over the side of the flagship with this disagreeable message, and a note from Lord St. Vincent, Mr. Warren,[6] the signal midshipman, came running up to the entry-port, and said it was the admiral's further order that the first lieutenant's cabin, in the *Centaur*, was to be stowed quite full of bread. Lord St. Vincent's note, dated August 10th, 1798, was as follows: "It having been demonstrated that the filthy state of the woollen clothing of the crew of the *Centaur* was the principal cause of the fever on board his Majesty's ship under your command, and knowing that the measures directed by Dr .Weir are salutary in all cases in this climate, I can pay no attention to your letter of this date, which I highly disapprove."

As Captain Markham knew the statements of Dr. Weir to be incorrect, and as he relied upon the opinion of Dr. Willes, his own surgeon, he felt that it would be right to answer his lordship's letter, which he did in the following terms :—

"I cannot help expressing my surprise that I should have incurred your lordship's disapprobation. If the humble representation of the seamen, conveyed through the channel of their captain, is improper, I am at a loss to know how they are to obtain redress. But, independent of any application on their part, I conceive that I should have failed in my duty had I neglected to remonstrate when I was convinced that their apparel was insufficient for the night-dews. I think that I cannot justly be accused of disrespect to your lordship because I differ in opinion on this

[6] Frederick Warren, son of Dr. Warren, the king's physician, was educated at Westminster. In 1809 he was Captain of the *Melpomene*, and engaged eighteen Danish gun-vessels. Admiral at the Cape, afterwards Plymouth Dockyard. He lived at Cosham, and died in March, 1848.

point with the surgeon of the *Ville de Paris*. I beg leave to say one more word concerning the woollen clothing. I cannot help remarking that whoever possessed your lordship's mind with an idea of its being in a general bad state, has failed in his respect to you by paying no respect to the truth."

The reply to this, dated August 13th, very peremptorily closed the correspondence :—

"Lord St. Vincent presents his compliments to Captain Markham, and returns his last letter, into the subject of which he has neither leisure nor disposition to enter, and he trusts that the good sense and good manners of Captain Markham will show him the impropriety of taking up the commander-in-chief's time with endless discussion."

So Captain Markham put the letter on one side, after adding the following note :—

"I might have answered,—

> Cum tot sustineas et tanta negotia solus,
> Res Italas armis tuteris, moribus ornes,
> Legibus emendes, in publica commoda peccem,
> Si longo sermone morer tua tempora *Jervis*." [7]

He felt that in upholding his opinion, and standing out for what he considered to be right, he had probably ruined himself with Lord St. Vincent for ever. But he was quite mistaken. On the very next

[7] The lines are from the Epistles of Horace (Lib. ii. Epist. i. ad Augustum); the word *Jervis* being substituted for *Cæsar*. Francis thus freely translates them :—

> While you alone sustain the important weight
> Of Rome's affairs, so various and so great,
> While you the public weal with arms defend,
> Adorn with morals, and with laws amend,
> Shall not the tedious letter prove a crime
> That steals one moment of our Cæsar's time ?

occasion when there was active work to be done, the *Centaur* was selected as one of the ships to be detached on special service.

The French had seized upon Malta, and a suitable naval station was very urgently needed for the British fleet in the Mediterranean. The possession of the island of Minorca, therefore, became a matter of considerable importance, and Lord St. Vincent determined to send an expedition with that object. It had been taken by the English in 1708, but was lost in 1756, the blame being thrown on the ill-fated Admiral Byng. At the peace of 1763 it was restored to us, but in 1782 it was taken by the Spaniards, and they had retained it by the Treaty of Paris in the following year.

The Minorca expedition was composed as follows:—

Leviathan (74), Commodore Duckworth.[8]
Centaur (74), Captain Markham.[9]
Argo (44), Captain J. Bowen.[1]
Aurora (28), Captain Caulfield.
Cormorant (20), Captain Lord Mark Kerr.
Peterel (16), Captain Charles Long.[2]

and several transports with troops, under the command of General the Honourable Charles Stuart.[3]

[8] John Thomas Duckworth was the son of a clergyman, and was born in 1745, entering the navy in 1760. He had the *Orion* in Lord Howe's action of June 1st, 1794, and the *Leviathan* since 1795, first for two years in the West Indies, then in the Mediterranean. He joined the fleet of Lord St. Vincent in August, 1798, off Cadiz.

[9] James calls him *Thomas* Markham (ii. p. 283). He has the name correct in another place (ii. p. 378).

[1] James Bowen. It was Captain Richard Bowen who was killed at Teneriffe, when Nelson lost an arm, in July, 1797.

[2] This list is very incorrectly given by Brenton.

[3] General Stuart was the fourth son of the Earl of Bute, Prime

Captain Markham was fortunate in being associated on this expedition with Commodore Duckworth, whom he had known and liked ever since he entered the service, and with Lord Mark Kerr,[4] the greatest friend he had in the navy. Although Lord Mark was several years his junior, the two were like brothers, and their intimate friendship continued through life.

The squadron under Commodore Duckworth, after a tedious passage owing to contrary winds, brought to within five miles of the port of Fornells, on the northern side of Minorca, on November 7th, 1798. The two line-of-battle ships continued to stand off and on, while the smaller vessels and transports proceeded to Addaya Creek, and at eleven a.m. the troops were landed there. They immediately occupied the

Minister, by Mary Wortley Montagu, heiress of the Wortleys. He was afterwards Governor of Minorca, and died in 1801. By Louisa, daughter of Lord Vere Bertie, he had two sons, Sir Charles, a distinguished diplomatist, created Lord Stuart de Rothsay in 1828 (father of Lady Waterford and Lady Canning), and Captain John Stuart, R.N., who was father of General Charles Stuart, married to Georgina, daughter of Admiral Sir John Gore, and secondly to Miss Murdoch.

[4] Lord Mark Kerr, third son of the fifth Marquis of Lothian, by Elizabeth, only daughter of Chichester Fortescue, Esq., of Dromishen (co. Louth), was born in 1776. On July 18th, 1799, he married Lady Charlotte M'Donnell, daughter of the Earl of Antrim. Lord Antrim obtained a patent for his earldom to descend to his two daughters and their male issue, he having no son. He died in 1791. The eldest daughter, Anne, then succeeded as Countess of Antrim, having married, also in 1799, Sir Henry Vane Tempest, who carried on troublesome law-suits with Lord Mark Kerr. There was only one child, who was Marchioness of Londonderry. This Lady Antrim died in 1834, when her sister Charlotte, Lord Mark's wife, became countess. She died in 1835, and was succeeded by her son as Earl of Antrim. Lord Mark became a vice-admiral, and died September 9th, 1840. He had four sons and five daughters. Two of the sons were successively Earls of Antrim.

surrounding hills, the Spaniards retreating to Ciudadela on the western, and Port Mahon on the eastern shore of the island. The whole island, including Port Mahon, was surrendered to General Stuart on November 15th. The commodore, hearing a report of strange sail being in sight, proceeded to Ciudadela with the *Leviathan* and *Centaur;* and at daybreak, on the 13th, five sail were reported from the *Centaur's* mast-head. An exciting chase at once commenced. The strangers were large Spanish frigates, and they hauled their winds for Majorca. The *Leviathan* returned to Ciudadela that evening. But Captain Markham set every stitch of canvas, and continued the chase until the 14th. He was, however, completely outsailed by the Spaniards, and proceeded to Port Mahon. He wrote, "the whole island is now in our possession, without loss of any kind. If this cruise is successful, I shall send home sufficient to buy a house of our own, with land enough to keep a cow, grow some cabbages, and feed a pig. I was as near taking some Spanish frigates three days ago, as is possible, on board of which was a sum of 50,000*l.*, intended for Port Mahon." He received 177*l.* 2*s.* 6*d.* for vessels captured off Cadiz, and 884*l.* 6*s.* 8*d.* as his share for the capture of Minorca—not a fortune yet, but something.

On January 13th, 1799, Lord St. Vincent wrote to Commodore Duckworth about the trim of the *Centaur.* "If Captain Markham would remove his carronades, which I abhor and detest, from the poop of the *Centaur*, get rid of all his armchests improperly placed there, and some of his hen-coops, that part of the ship would be greatly relieved. At the same time it may be necessary to strengthen her, for her great width re-

quires more than ordinary support to the upper part of the topside."

In February, 1799, Captain Markham in the *Centaur*, with his friend, Lord Mark Kerr, in the *Cormorant*, went for a cruise along the coast of Cataluña, in search of Spanish frigates. They were beating against a heavy gale of wind from the 1st to the 9th, and at length reached Salau Bay, but found no frigates. They next looked into Tarragona Bay, but with no better success, and then explored the Bay of Fungal, near the mouths of the Ebro. The *Centaur* and *Cormorant*, baffled so far, now stood out towards Majorca, and captured a privateer called the *Vergin del Rosario*, with fourteen 12-pounders and a crew of ninety men. On the 15th Captain Markham proceeded to the little seaport town of Cambrils,[5] seven miles west of Tarragona, and captured five vessels laden with wine and corn. He sent boats in, manned and armed, under the command of Lieutenant Grossett, who landed, and dismounted the guns in a small fort and on the sea-wall. He then cruised along the coast, and on March 16th drove the Spanish frigate *Guadaloupe*, of forty guns, on shore near Cape Oropesa, where she became a wreck.

During April the *Centaur* and *Cormorant* were in Port Mahon, and Lord Mark Kerr always said that this service at Minorca and on the Cataluñan coast was the happiest time he passed in the navy. But he went home in May,[6] and Captain Markham's wife was soon able to tell him the reason. "I have discovered," she wrote, "what your friend Lord Mark's business in

[5] The naval histories spell it *Cambrelle*.

[6] On May 9th, 1799, Lord Mark Kerr was ordered to Spithead, to take home General Stuart and his suite.

England is—no other than to be married to a very pretty, pleasing girl, Lady Charlotte M'Donnell, sister of that unfortunate Lady Antrim, who is going to throw herself away upon Sir Harry Vane." Soon the news came from Lord Mark himself to his "dearest, dear Jack," describing the charms of Lady Charlotte, the unspeakable happiness he looked forward to, and ending, "believe me, Jack, your real and affectionate for ever, Mark." Another letter soon followed, telling him about the happy little home they had made for themselves at Lavant Lodge, near Chichester, with a charming look-out towards the old city. After a year came another picture: "*she* is this moment playing a harp on my right hand, and our little girl[7] jumping, and sprawling, and cooing, at her and the instrument." It was not in human nature that Jack should not feel a little envious at all this bliss, while he was still cruising for Spanish frigates, and his poor lonely wife pining for him in Portugal Street. From April 15th to May 11th, the *Centaur* was again cruising, but very soon there was to be more stirring work, and high hopes were to be aroused of a great achievement.

Lord St. Vincent was beginning to feel the tremendous strain on mind and body. In October, 1798, he had taken to living on shore at Gibraltar whence he conducted all the multifarious concerns of his onerous command, and carried on an immense correspondence with the government, with the detached squadrons, and with numerous agents in all parts of the Mediter-

[7] Afterwards Lady Georgina Bertie, the accomplished authoress of "Five Generations of a Loyal House,"—only part i. was finished—being the life of Peregrine, Lord Willoughby, an excellent and conscientiously accurate historical work.

ranean. Meanwhile, Lord Keith had arrived as his second in command, and kept up the blockade of Cadiz with eleven sail of the line.

Suddenly the news arrived that Lord Bridport had allowed the great French fleet of twenty-five sail of the line to give him the slip from Brest. On April 25th, it put to sea under Admiral Bruix. On the 27th, Lord Bridport looked into Brest and found the fleet gone, so he hurried off to the coast of Ireland. On May 4th, the French fleet came in sight of Lord Keith, who formed in line and offered battle. But a gale was blowing right into Cadiz, preventing the Spaniards from coming out, so Admiral Bruix bore up for the Mediterranean.

Nelson was at Palermo, Duckworth at Minorca, Lord Keith came to Gibraltar to report the great event to Lord St. Vincent, and the old veteran at once hoisted his flag again on board the *Ville de Paris*, and took command, ill as he was. Taking Lord Keith under his orders, he proceeded with the fleet to Port Mahon, where the *Centaur* joined it; while the *Leviathan* was sent to reinforce Nelson.

The French fleet had proceeded to Cartagena, and as soon as the coast was clear the Spaniards from Cadiz had joined forces. But this was not known. Lord St. Vincent made sail towards Toulon, at midnight of May 21st, in search of the enemy. On May 22nd, Captain Markham's information was as follows: "The French fleet passed between Majorca and Barcelona on the 10th, and on the 20th Lord St. Vincent joined us with sixteen sail of the line. The French are twenty-one of the line. Lord Nelson is off Sicily with ten sail." On June 2nd the commander-in-chief became so ill that he was obliged to resign

the command to Lord Keith, and return to Port Mahon.[8]

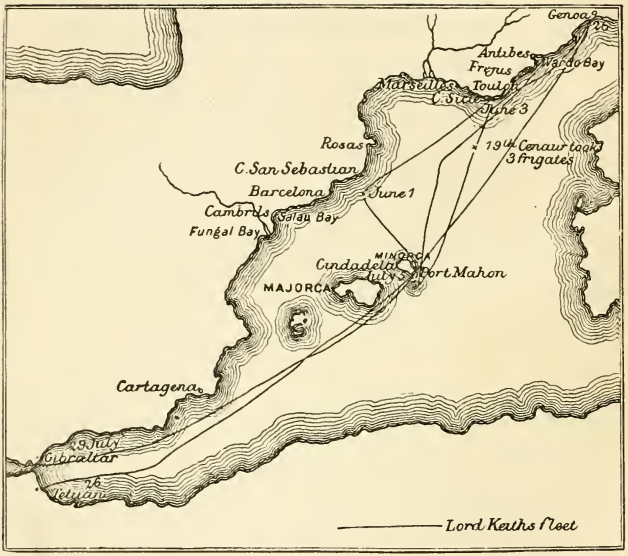
It was a great pleasure to Captain Markham to be once more serving under his old commander, from whom he had received so much kindness when a youngster; for Lord Keith was the Captain Elphinstone of the *Perseus* days.[9]

On July 3rd, 1799, Lord Keith's fleet was in sight of Toulon, and the *Centaur* was the advanced ship. Captain Markham opened fire on a French corvette and several small vessels at the entrance of the harbour, and the forts opened fire on him in return. He, however, succeeded in capturing some of the small craft, and got news from them that the French fleet had steered to the eastward; so Lord Keith shaped a course in the same direction. The ships kept so close in shore that the forts on the islands of Sainte Marguerite and La Garoupe, near

[8] He went home in August, 1799.

[9] George Keith Elphinstone, son of Charles Lord Elphinstone, was born in 1747, and became a post-captain in 1775. After the *Perseus* he was unemployed until 1793, when he had the *Robust* in the Mediterranean, in Lord Hood's time, and distinguished himself at the siege of Toulon. In 1795 he went to the Cape in the *Monarch*, and took possession of Capetown, for which service he was created Lord Keith in 1797.

His command in the Mediterranean was from 1799 to 1803. On March 17th, 1800, he lost his flag-ship, the *Queen Charlotte*, by fire, in Leghorn Roads. He blockaded Massena in Genoa in 1801, and did very useful service on the coast of Egypt in the same year. In 1804 he commanded the fleet in the North Sea, and was created Viscount Keith in 1814. By his first wife, Jane Mercer, whom he married in 1787, he had an only daughter, Margaret, on whom and heirs male the barony was entailed. His second wife was Hester, daughter of Dr. Johnson's Mrs. Thrale, who died in 1857. Lord Keith died in 1823. His daughter, Lady Keith, married Auguste, Comte de Flahault.


Genoa
26
Antibes
Frejus
Marseilles
Toulon
Sicie
June 3
Rosas
19 Genaur took
3 Frigates
C. San Sebastian
Barcelona
June 1
Cambrils
Salou Bay
Fungal Bay
MINORCA
Cindadela
July 5
Port Mahon
MAJORCA
Cartagena
9 July
Gibraltar
16
Lord Keiths Fleet

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Antibes, fired at them as they sailed past. While crossing Frejus Bay a despatch-brig had met them and reported that the enemy was at anchor off the mouth of the Var. But on the 8th an order came from Minorca (Lord St. Vincent did not actually resign until the 18th) to repair to Rosas Bay and intercept the French fleet in that direction. Lord Keith now crowded all sail to the south-west, with eighteen sail of the line, and on the 12th and 13th was becalmed off the island of Ayre—Cape Mola, in Minorca, bearing north-east. Passing round the east side of Minorca on the 15th, the fleet once more steered towards Toulon.

The *Centaur* was always the advanced ship, and well ahead. The two frigates *Bellona* and *Santa Teresa* were about five miles astern, the rest of the fleet out of sight, when, at 9 a.m. of June 18th, Captain Markham received a report from the masthead that five strange sail were in sight. An exciting chase immediately began at a distance of about sixty miles south of Cape Sicie on the French coast, (Lat. obs. 42° 5′ N.). They proved to be three French frigates and two brigs. After nine hours and a half the *Centaur* came up with the sternmost frigate, and fired into her, when she struck. Making a signal to the *Bellona* to take possession, Captain Markham again made all sail, and came up first with the second, and then with the third, which both struck to him.[1] The two brigs were also captured. The prizes were thirty-three days out from Jaffa bound to Toulon. They were :—

[1] Lieutenant Richbell painted a picture of the capture of the three French frigates by the *Centaur*, for Admiral Markham, in March, 1819. It is now at Morland.

1. The *Junon* (38), Rear-Admiral Perrée, Captain Honoré Pourquier.
2. The *Alceste* (36), Captain Jean-Baptiste Barré.
3. The *Courageux* (36), Captain Buille.
4. The *Salamine* } brigs { Lieut. François Timothée Landry.
5. The *Alerte* } brigs { Lieut. P.-Ant.-Toussaint Demai.

All were taken into the British navy. The *Junon* was a fine Toulon-built frigate of 1029 tons. As there was already a *Juno* in the navy, she was renamed the *Princess Charlotte*, altered to the *Andromache*, and she continued to be a serviceable ship for many years afterwards.

Continuing on the same course Lord Keith again stood close in to Toulon, and cruised off that port from the 21st to the 23rd of June. He then shaped a course eastward, and on the 26th was close in to the mole at Genoa, but still there were no tidings of the French fleet. Once more he stood towards Minorca, where he received a reinforcement of twelve sail of the line under Collingwood.

In point of fact, the French fleet was at Genoa on June 3rd; at Cartagena, where it was joined by the Spanish fleet from Cadiz, on the 22nd; on the 24th the combined fleet left the Mediterranean, and on July 12th it was at Cadiz.

Lord Keith determined to try for news at Gibraltar. He weighed from Port Mahon on July 12th, stopped at Tetuan for the fleet to get in water, and reached the rock on the 14th, only to receive the maddening intelligence that the enemy was just two days ahead of him. Then began a most exciting chase, for if the combined fleet could be caught and forced to give battle, the encounter would be the most momentous event in the war. On the 30th Lord Keith left Gibraltar with thirty-one sail of the line. On the 8th he was off Spanish Cape Finisterre; on

the 12th he was eighty miles west of Ushant. He was just too late. The *Centaur* looked into Brest on the 14th of August, and saw forty sail of the line, the French fleet of Admiral Bruix, and the Spanish fleet of Admiral Mazaredo, safely at anchor there. They had got in only six hours before, and Keith was gaining on them fast. Captain Markham made this report to his old commander, and Lord Keith, stung with anguish at the disappointment, sadly returned to the Mediterranean. The *Centaur* anchored in Torbay on August 16th, 1799.

CHAPTER XIV.

A SAILOR'S WIFE.

THERE is much sorrow and anxiety to be borne by the wife of a naval officer who is actively employed, but there are compensations. It is her lot to lead a lonely life, sometimes for years together, while she sees other married couples living on without any separation. Yet these know nothing of the intense pleasure of anticipation as the time for reunion approaches, nor of the great joy of the home-coming. The sailor's wife also sees the bickerings of many of her acquaintances, the open quarrels and neglect of others; and she reflects that though duty keeps her "dearest man" away from her, he is still loving and faithful. "I saw young Lady E—— at Becca yesterday, and I could not help thinking how much happier am I than her. So beautiful, so pleasing as she is, to be thrown away upon a man who seems to be little worthy of her—there is no species of dissipation he is not engaged in, I understand; while I am married to an honest tar, who, though absent in the service of his country, is good and true."

Her chief occupation was writing long letters to her husband, eagerly looking for news of him, thinking of and getting things he might want, and meditating plans for the future, when they should be again united.

Yet the captain's wife, for his sake and in obedience to his wishes, continued her former pursuits, and took an interest in his relations and friends, and in all that was going on around her. It was arranged that Mrs. John Markham should pass the summer months with her husband's family at Bishopsthorpe, the winter with her brother at Dynevor Castle, and the spring in Portugal Street. She was able to live within 700*l.* a year, the chief item of expense being travelling. Post-horses, and inns, cost her 104*l.* a year, the spring months in Portugal Street 470*l.*, dress only 45*l.*, washing and sundries 52*l.*

The first event, after her husband's departure, was the marriage of his sister Frederica to the young Earl of Mansfield, which took place at Bishopthorpe on September 16th, 1797. Captain Markham had been much disappointed at not being able to remain for it. He was very fond of his sister Fred, and he had long been the *confidant* of Lord Stormont (as he was then), who told him all his hopes and anxieties in long letters from Leipsic and Vienna, where he was finishing his education. The first letter the young countess wrote, after her marriage, was to her sailor-brother, assuring him of her happiness.[1] The second event was a separation. Captain Markham's second sister, Elizabeth, was already married, as his second wife, to William Barnett, Esq., who had West India property, and they

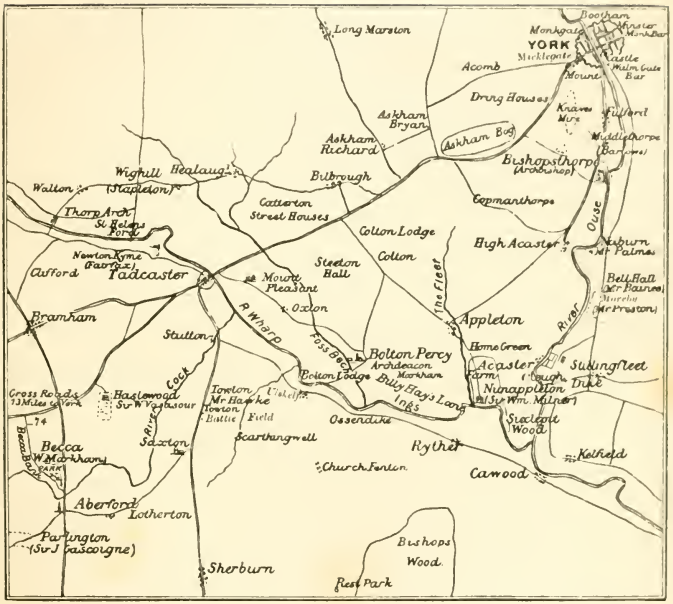
[1] Dated September 21st, 1797. The Earl of Mansfield, who was Lord Chief Justice, the Archbishop's old friend (son of the fifth Viscount Stormont) died in 1793, without children, aged eighty-nine. The earldom reverted to his nephew, Viscount Stormont, who died in 1796. His son then succeeded as third Earl of Mansfield, and eighth Viscount Stormont, having been born on March 7th, 1777. So that he was only twenty when he married Frederica Markham in September, 1797, she being twenty-three.

had a little son, a year old, named after his uncle, the captain.[2] The Barnetts had lived in a large house at Aberford, the village near Becca, but now it was arranged that they should go to the West Indies. "Poor Bess is going out with her husband, the greatest of all comforts." Mrs. Jack, with her young sisters-in-law, Nanny and Cecy, found the Barnetts in all the bustle of packing, when they drove over to Aberford on October 14th, 1797, and she had the pleasure of lending them her house in Portugal Street during their stay in London, which was a great convenience. They had a pleasant passage, and cheerful letters arrived from Carlisle Bay, in Barbadoes, in February, 1798. Here their daughter Elizabeth was born.

From Bishopthorpe Mrs. Jack went for a short visit to Becca, on her way to Wales. Mr. William Markham, her husband's eldest brother, was already, though only thirty-seven, a terrible sufferer from the gout, and was often quite disabled. But there was great friendship between the sisters-in-law,[3] and Mrs. Jack was glad to feel that she was really of use there, the evenings often being very lonely. She also delighted in their little boy, only a few days more than a year old,

[2] John Barnett was born at Bishopthorpe in 1797. He entered the army, and was at the battle of Waterloo, afterwards holding a civil appointment in Ceylon, where all his children were born. He died at Dublin in 1855, his wife, Sophia (daughter of General Coffin) at Dresden in 1860; having had three sons and three daughters.

[3] Mrs. William Markham was Elizabeth, daughter of Oldfield Bowles, Esq., of North Aston, by Mary, daughter of Sir Abraham Elton, Bart., of Clevedon. She was married on August 20th, 1795, and was one of eight sisters. Her father was an accomplished amateur artist, and an intimate friend of Sir George Beaumont, the founder of the National Gallery. Sir George left a picture painted by himself to each of his friend's daughters.


Long Marston
Bootham
Monk Bar
Monkgate
YORK
Micklegate
Castle
Main Gate
Bar
Mount
Acomb
Drying Houses
Knavesmire
Fulford
Middlethorpe
Barracks
Askham Bryan
Askham Richard
Askham Bog
Bishopsthorpe
(Archbishop)
Wighill
Healaugh
Walton
(Stapleton)
Bilbrough
Thorp Arch
St. Helens
Priory
Catterton
Street Houses
Copmanthorpe
Ouse
Colton Lodge
High Acaster
Auburn
Mr Palmes
Newton Kyme
(Earl Fox)
Clifford
Tadcaster
Steeton
Hall
Colton
Moor
Pleasant
Oxton
The Fleet
Bell Hall
Dr Fawne
Murcha
(Mr Preston)
Bramham
Stutton
R. Wharfe
Foss Beck
Bolton Percy
Archdeacon
Moreham
Bolton Lodge
Billy Hays Long Ings
Appleton
River
Home Green
Acaster
Farm
Naburn
Lock
Sutton Dike
Sutton Field
Hom. Miln
Gross Roads
13 Miles
York
Hazlewood
Sir W Vavasour
Cock
Towton
Mr Hawke
Towton
Battle
Field
Oakcliffe
Ossendike
Steeton
Wood
Becca
W Middleham
Esq
Saxton
Scarthingwell
Rythet
Kelfield
Church Fenton
Camwood
Aberford
Lotherton
Parlington
(Sir J Lascelles)
Sherburn
Bishops
Wood
Rest Park

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yet so bright and intelligent.[4] On October 20th, 1797, post-horses were ordered from Aberford, and she started from Becca, for a long journey, sleeping that night at Derby. She passed the second night at Hereford, and on the third day reached Llandeilo, where Lord Dynevor's carriage met her.

She remained at Dynevor Castle for more than three months, from November to February, 1798, and here she received her husband's letters from the Irish coast, describing his experiences in the *Centaur* during the furious gales of wind, and his interesting visit to Kinsale. They often wrote to each other about their future plans, their great wish being to settle down in a house of their own in the country. At that time Captain Markham naturally wished that it should be in Yorkshire. His brother William suggested the house at Aberford, just vacated by the Barnetts, but this was not approved, because it was in a street. Next, a little place called Mount Pleasant,[5] near Tadcaster, was looked at and condemned. Green Hammerton and Osgodby, near Thirsk, were thought of, but nothing was decided.

The new home would be found when the husband came back; and, in the meanwhile, the wife rested in

[4] There was also a baby, then four months old, born June 6th, 1797, and named John, after the captain.

[5] At Oxton, on the road to Bolton Percy. The rooms and furniture were pronounced to be dirty and bad. "Mount Pleasant" is on the map of 1771. Here Miss Eliza Dawson lived, who married Mr. Archibald Fletcher, of Edinburgh, in 1791. Her mother was descended from an intrepid man-at-arms, named Hill, who tried to escape with Lady Fairfax after the siege of Bradford. His sister Grace searched for and found him wounded on the battle-field. His basket-hilted sword was preserved by the Hill family. See "Autobiography of Mrs. Fletcher," edited by her daughter, Lady Richardson (Edinburgh, 1876).

the lovely old home in the vale of the Towy. For one who, like her, could appreciate beautiful scenery and romantic associations, there could not be found a spot more enchanting. The lodge gate of Dynevor is just outside the town of Llandeilo, and the house, a square building, with small turrets surmounting each angle, is at some little distance from the ruins of the old castle, in a secluded part of the park. The original castle was built by Roderick the Great nearly a thousand years ago, and the present remains are of great antiquity. They comprise some massive walls, a square turret, and a large round tower immediately over a tremendous precipice rising sheer from the River Towy, the other slopes being clothed with a rich profusion of noble trees. In the park was the fearful cave of Merlin, at least so Spenser tells us :—

> It is an hideous, hollow cave, they say,
> Under a rock that lyes a little space
> From the swift Towy, tombling down apace
> Amongst the woody hilles of Dynevoure:
> But dare thou not, I charge, in any case
> To enter into that same balefull bowre
> For feare the cruell feendes should thee unwares devoure.[6]

And some romance attaches to almost every wooded knoll and sparkling stream. The whole neighbourhood is full of interest. Close by is the bewitched spring, which ebbs and flows like the sea. Four miles away the castle of Carreg Cennen, built by one of the Knights of Arthur's Round Table, rears its ruined towers on the summit of an isolated rock. A little way down the stream is Golden Grove, where Jeremy Taylor meditated and wrote his religious works,[7] and

[6] "Faerie Queene," lib. iii. canto iii.

[7] He was befriended by Richard Vaughan, Earl of Carbery. "He

CAERMARTHEN
GLAMORGAN
GOWER
Llandowry
Black Mountains (Mynydd Du)
Llandeilo
Golden Grove
Dynevor Castle
Grongor Hill
Carreg Cenen
Caermarthen
Towy R.
Kidwelly
Caermarthen Bay
Llanelly
The Nose
Burry Holms
Worms Hd.
Oxwich Hd.
Swansea
Neath
Mumbles
Nash Pt.

just below is the abrupt eminence called Grongor Hill, which inspired the muse of Dyer.

These were all haunts of the young wife's childhood, and she could never weary of them. During this sojourn she made sketches of Dynevor Castle from the different points of view in the park. It was a pleasant visit; her brother's affection was a solace to her, and her old home was no unnatural place in which to wait for, and eagerly to read, the letters of her absent husband.

As spring drew near, the Dynevor visit came to an end. She set out on the long posting journey of over 200 miles to London, and arrived at 11, Portugal Street on March 2nd, 1798. Here she was close to South Audley Street, and near the picture by Sir Thomas Lawrence, which hung in the dining-room there. "I please myself with the thought that I shall sometimes be able to sit opposite the portrait of you. To own the truth, I thought, and was in hopes, Fred would have it copied for me in miniature, she questioned me so much whether I thought it like. Though it is not so like you as it might be, it has your air exactly, and would have been sufficient to remind me what sort of looking being you are." She got her miniature copy in due time.[8] In April she received some letters from Ireland, and when she came back from church on Good Friday she told the archbishop the news. "You cannot imagine how it delighted him to hear about you. I mentioned to him how you feasted upon turbot caught by your own people. As

well deserveth to be owner of Golden Grove, who so often hath used a golden hand in plentifully relieving many eminent divines during the late sequestration."—Fuller's "Worthies," *Wales.* p. 27.

[8] It is now at Morland.

we were sitting after dinner, he said, 'Maria, do you know that what you have been telling me of Jack has brought to mind a train of thought. When I was a little boy, I remember going on a fishing party to where he is now, with my father. We spread our table-cloth on the rocks, boiled our fish, and it was very pleasant.' This conversation struck me with wonder that he should have so clear a mind at his time of life, so cheerful, so soft, and mild, yet so firm and manly. In short, it is lucky he is your father, for if I could be in love again, there would be great danger, I assure you. I believe one reason is that he puts me so often in mind of my own poor man. I look at him and say to myself, 'May I and my husband, when we grow old, surrounded by our children, make their delight and happiness as he does ours.'"

She spent the whole of June with Lord and Lady Mansfield at Caenwood, their place near Highgate; and on July 1st set out for Bishopthorpe, to stay for the summer and autumn months. All the family of her husband did their utmost to make her feel that she was one of themselves, and her love for the archbishop seemed to grow with closer intimacy. "There never was such a man as your father," she wrote, "so cheerful and so mild, so slow to censure others; if any one is blamed he always tries to find an excuse for him; with all his learning and knowledge I always observe so much diffidence of his own opinions. What a happy creature I am to have such an adopted father —I may add mother and brothers and sisters. Just before supper your father took me to the parlour-window to show me how uncommonly bright the stars were. He pointed out several I did not before know. What a memory he has! I look at him really more

and more with astonishment and admiration. To be your wife and his daughter is almost too much happiness to fall to the lot of one woman."

There were only two sisters-in-law left at home, Nanny, just twenty, and Cecy, still a little girl. "In Nanny I find a most comfortable friend; she has so much feeling, and so exactly understands how to treat a person when she sees one out of spirits. She is a sweet girl—so much good sense and right judgment. Yesterday Lord and Lady Mansfield arrived, looking so well and happy. It is quite pleasant to see them. In the evening she sits down to the harpsichord. There never was a pleasanter house than this. In the evenings, now Fred is here, they dance reels, and I join when they want to make up a set. I do not believe there is anybody by nature more really fond of dancing than I am, and if you were here with what a light heart should I skip about."

She made her sister-in-law Anne put notes into her letters to the *Centaur*. One day she wrote,—

"My dear Jack,—What I should have done without Maria, at the time of losing Fred, I cannot tell; her society has been a comfort to me beyond anything I can express. We are together almost the whole day, and regularly take our walk before dinner. We generally have a nod across the table over a glass of wine, of which you are *sometimes* the subject. Adieu, dear Jack; you must be tired of me, yet Maria's having been the chief personage in this note makes me hope you will forgive the intrusion. God bless you.

"Your very sincere and affectionate

"Anne K. Markham."

Osborne, her youngest brother-in-law, now called to the bar, was also a great ally. "He is an excellent

fellow and a very good friend to me. He and I and Nanny are quite a party. We walk together, and he is always so anxious and interested about you. Indeed, all your relations really seem to try who can do most for me, and then I know it is sincere, as no Markham ever knew how to deceive. The dean [Cyril Jackson [9]] is also my great friend. He seems to consider me as a real Markham, which flatters me above every thing."

There was another inmate of the archbishop's family a young lady named Josephine Chapuis, whose history was very romantic. Mrs. Markham and her daughters were once in a milliner's shop in London, when they saw a little French girl sitting on a chair in the back of the shop, humming to herself, "Je vais à Paris demain. Je vais à Paris demain." It was in the height of the reign of terror. Mrs. Markham turned to the shop-people, and said that surely the child was not going to be sent to France. The reply was that she had been picked up alone in the streets of Paris, her parents probably guillotined, and brought over by some kind-hearted fugitive, who had left her there. They could not afford to keep her longer, and there was nothing for it but to land her in France on the first opportunity. Mrs. Markham and her daughters were horrified. They took the child home, and proposed to keep her. But the archbishop said that this must not be a passing whim; if the child was taken, the whole responsibility must be faced, and her future must be provided for. That, he said, could only be done by

[9] Or perhaps Dr. John Fountayne, then Dean of York, father of Mr. Fountayne Wilson. This dean was godfather to one of his successor's (George Markham's) daughters, Sophia, who died young The dean died in 1802, aged eighty-eight.

making some reduction from what his children would have at his death. To this they gladly consented, and Josephine had ever since been one of the family. Her name was on her clothes—Marie Josephine Adelaide Chapuis; but she was too young to be able to tell them anything that could lead to the discovery of her relations, and no future inquiries threw any light on the question. Josephine, from that time, had been a cherished member of the archbishop's family. But in 1798 she was only about eight years old.

The palace at Bishopthorpe brought back many historical memories, recalling events read about long ago, to the new member of the family. About three miles south of York, on the right bank of the Ouse, the old pile has seen many vicissitudes. Originally founded by Archbishop Grey in the thirteenth century, it has been retouched by various hands. Yet the river face retains its venerable aspect. Though repaired and altered from time to time, there still are the ancient walls and quaint gables enclosing the chapel and the dining-room, said to be the very same hall in which a hireling lawyer, at the bidding of the usurper Bolingbroke, adjudged the venerated Archbishop Scrope to death. It was hung with portraits of archbishops, the last being that of Dr. Markham, painted by Sir Joshua Reynolds in 1777. The gardens, and grand old avenues on the river-side, were laid out and planted by Archbishop Sharp in 1691—1713. But the front of the palace is modern, in the so-called pointed style, built by Dr. Drummond in 1765. A gate-house, with crocketed turrets, leads into a courtyard, and a flight of steps is the approach to the front door under a rather handsome stone canopy, with a window above it, in the same style. On the left are the ivy-covered

stables; on the right, in those days, there was a large pond with tall trees overshadowing it. Maria's bedroom looked into this courtyard.

On leaving the gate-house, the little village of Bishopthorpe forms a street, with a lane turning down to the river, where was the house in which Robert Markham then lived, and the new church also built by Archbishop Drummond, in 1768. In this lane Guy Fawkes was born. The road to York passed through Middlethorpe; a mile or so to the south is the village of High Acaster, and there were walks in the fields by the river-side.

Mrs. John Markham's walks with Anne were to Middlethorpe, or as far as the little cruciform church at High Acaster. But her favourite stroll was along the river-bank behind the palace, under the lofty trees in the garden originally laid out by Archbishop Sharp. She often went into York, to the Minster, to see the glass-blowing manufactory, or for shopping. Always thinking of the home that was to be, she sometimes made purchases of books for the future library. One day she went into Todd's[1] with this object. "I bought Smollett's continuation of Hume. I suppose it is written in my face that I am a captain in the navy's wife, for the man instantly brought me Vancouver's Voyages to look at, which I also bought."

There were often dinner-parties at Bishopthorpe, and visitors staying in the house. "Lady Grantham and her two sons have just left us. Lord Grantham is about sixteen, and I think one of the finest boys I

[1] John Todd and Henry Sotheran were then partners, booksellers at the sign of the Bible in Stone-gate. Sotheran afterwards separated from Todd, and set up a shop in St. Helen's Square.

ever met; very good-looking, sensible, and pleasant."[2] Other neighbours were Sir William and Lady Milner, of Nunappleton, he was the member for York,[3] she a leader of fashion, painted by Romney and four times by Sir Thomas Lawrence. "The Milners dined here to-night. Lady Milner[4] was, as usual, conversable and pleasant, and the Dean has been highly amused by her."

At last, but not until the end of October, this long and pleasant visit to Bishopthorpe came to an end. Mrs. John Markham went with the Mansfields to Scarborough, and then to pay a visit to Mr. and Mrs. Mills, at Castle Eden, in Durham.[5] From thence she made excursions to some old castles, and above all things enjoyed seeing Durham Cathedral. In November, she was a fortnight at Becca with the William Markhams. She found another baby, named Emma,

[2] Lord Grantham was afterwards Earl de Grey, Lord Lieutenant of Ireland, father of Lady Cowper and Lady Mary Vyner. He died in 1859, aged seventy-eight. His brother was the Chancellor of the Exchequer Robinson, Prime Minister for a few months as Lord Goderich, and afterwards Earl of Ripon; father of the present Marquis of Ripon.

[3] Sir William Milner, died in 1811. Lord St. Vincent, in a letter to his sister, dated September 18th, 1811, said, "I most sincerely lament the loss of Sir Willam Milner, whose character was well defined in the newspaper, in a notice written much in the style of the Markhams. All of them entertained the highest regard for him."

[4] She was a Miss Sturt of Crichel. "A very few years back Lady Milner was admired as the most beautiful and most accomplished woman in the fashionable world, of which she was at once the ornament and the leader."—*Gentleman's Magazine*, 1808.

[5] Alicia, third daughter of the Archbishop of York, married his chaplain, the Rev. H. F. Mills on November 27th, 1794. Mr. Mills had property in Durham, and was then chaplain to the chapel of St. James at Castle Eden. It is a lovely spot near the sea, in a deep, wooded ravine, ten miles from Durham.

born on the 28th of the previous October, and two little boys. "I do think I never met with so fine a child as little William, so good-tempered and pleasant." She improved her acquaintance with her sister-in-law. "Elizabeth and I walked this morning through the low wood, which is very pretty, round the farm by the bricks, on to Bramham Moor and then home; the most charming day. Elizabeth is charmingly interested about you, and shows the goodness of her heart every moment."

Mrs. John Markham was pressed very much to pay a visit to the Harewoods,[6] but she was anxious to get to her old home for the winter, and set out from Becca for Dynevor on December 5th. This time her Dynevor visit extended from December to the end of February, nearly three months, and on March 1st, 1799, she arrived at Portugal Street. One of the first things she did in London was to arrange, in compliance with an earnest request, to have her miniature painted, to be sent out to the *Centaur*. "I have been to show my pretty face to Mrs. Mee[7] (*ci-devant* Miss Foldsone), and told her it was to send to you at sea. Her price is thirteen guineas. I am to sit to her on Monday." It was finished by the end of March, and sent out.[8] "The box which contains my little self is

[6] Her brother Edward, afterwards Dean of Gloucester, was married in 1800 to Charlotte, daughter of General Lascelles, and niece of Lord Harewood.

[7] This miniature painter was Anne, daughter of John Foldsone, himself a young artist. She had a mother, and many brothers and sisters to support. She got the name of Mee through marrying a man who pretended to family and fortune, and had neither. Although she painted many years before, she first exhibited in 1815. Mrs. Mee died at a great age in 1851.

[8] It is now at Morland.

sent to the care of the naval storekeeper at Minorca, who sails in the "*Charon*." She sent out books that were likely to interest her husband, or that were being much talked about, by every opportunity. With her miniature she sent out the works of Mallet du Pan,[9] which, she said, were well worth reading.

News came suddenly, and at very uncertain intervals. "I was sitting quietly reading on my sofa," she writes in April, "when I received a little note from Anne to say that they had borrowed a paper which contained an account of some prizes taken by the old *Centaur*; so off I flew, as you may suppose, to feast my own eyes. I like your so neatly taking possession of the vessels at Cambrils. It put us all in good spirits."

In South Audley Street she met many interesting people, including the gallant Captain Riou, her husband's great friend. The Prince of Wales also dined there occasionally, but she felt provoked with his Royal Highness. He was so agreeable, so charming, so affectionate to the archbishop and his family, and yet she had heard how deplorable his general conduct was known to be. In March, 1799, Hoppner painted the fine portrait of the archbishop for the prince, which is now at Windsor Castle, and she pronounced it to be charming and very like.[1]

Mrs. John Markham went to parties occasionally with Lady Mansfield, but only dined at the houses of

[9] A native of Geneva, born in 1749. He was an able political writer, and settled in England, where he died in 1800.

[1] The prints from this picture are very scarce. The plate belonged to George IV. He is said to have given one impression to Christ Church College, one to each of the archbishop's sons, and then to have ordered the plate to be broken.

her own or her husband's relations and intimate friends. Among the latter were his messmate, Lord Mark Kerr, and his old school-fellow, Mr. Augustus Pechell.[2] There were also pleasant days spent at Caenwood. In May—"the Archbishop, Mrs. Markham, and the Dean of Christ Church, have gone to Caenwood. Lord Mansfield is to drive Anne in his curricle, and we are all to meet at dinner in Portland Place." On June 15th, 1799, three days before the *Centaur* captured the three French frigates, she set out for Bishopthorpe, for her summer visit. She had been there just two months, passing the time as happily as was possible for her under the circumstances, when news came that the *Centaur* had anchored in Torbay. It was August 16th. Post-horses were immediately ordered, and on the same day the eager young wife started off in her carriage for the south, as fast as such a conveyance over such roads would take her. The journey must have seemed interminable, and when at length she reached Exeter, she heard to her bitter disappointment, that the *Centaur* had sailed again. But the joyful meeting was only postponed for a few weeks. The long separation had come to an end.

[2] Son of the first baronet. He was Receiver-General of Customs. It is curious that his son, the Rev. Horace Pechell, married Lady Caroline, a daughter of Captain Markham's old friend, Lord Mark Kerr.

CHAPTER XV.

THE BLOCKADE OF BREST.

The French fleet had given Lord Bridport the slip once, and, now that it was safe in Brest again, it was important that the blockade should be maintained with greater efficiency. The *Centaur* was ordered to join the channel fleet, and when that ship arrived at Torbay on August 16th, 1799, she was almost immediately sent to sea. Thus Captain Markham and his wife had to undergo a bitter disappointment. Mrs. Markham went from Exeter to Plymouth Dock and took lodgings at 40 George Street, waiting impatiently while he was obliged to cruise for a month with the fleet.

At length, on October 12th, 1799, the *Centaur* anchored in Cawsand Bay, and went into Hamoaze on the 20th for a few days. Once more they were united, never again to be separated for so long a time. She remained at Plymouth until the following March, seeing him occasionally whenever the ship put into Cawsand Bay, but it was more likely that Torbay would be the usual place for the channel fleet to anchor, and in February, 1800, he was at Torquay looking out for some comfortable place of abode for his wife.

At the northern end of Torbay there was then only a little fishing hamlet, the residence of Mr. George

Cary, and ruins of the abbey,[1] with a park and fine avenue of trees, and the church and village of Tor. A little to the south-west was the village of Paignton, and the fleet usually anchored further out, off Brixham. In those days there were very few houses to be had at Torquay. No pier was made until 1804, and the assembly-room, indicating the rise of some sort of watering-place, was not built until 1826.

But a little cottage stood by the seaside to the west of Tor Abbey, and at one end of a slight indentation called Livermead[2] Bay, formed by Corbyn Head. Then the road from Torquay to Paignton ran between the cottage and the sea, now it is inland. Livermead Cottage, close under the lee of rocky cliffs towards Paignton, had a road between its south front and the sea-shore, with a view over Torbay to Brixham and Berry Head. The land rose steep behind the house, with fields and hedgerow timber. There was a window on each side of the door, three above, and a thatched roof, with cosy little rooms inside. To the east were some outhouses, to the west a wattle and daub wall, with a door in it leading to a small garden.

[1] Founded by Lord Brewer, in the time of King John, for Premonstratensian Canons. He was so named because his father was found in a heath-field (which in Norman-French is called *briewer*) by King Henry II. The son became a great man and friend of Richard I. Lord Brewer's daughters brought large patrimonies to their husbands, the one that married Mohun inheriting Tor, hence called Tor-Mohun. The abbey was eventually inherited by the Carys, who built a modern house near the sea, and close to the remains of the old abbey.

[2] Liver was a bird, supposed to have been a cormorant, or kind of diver. It occurs in several names of places; as Liverpool, Livermead, and Livermere in Suffolk. This bird forms the crest, and is the principal charge in the arms of the city of Liverpool.

DARTMOOR
Exeter
Exe R
Chagford
Exmouth
Dawlish
Teingmouth
Tamar R
Newton Abbot
Ashburton
Tor.
Tor Abbey
Hopes Nose
Livermead Cottage
Paignton
Totnes
Tor Bay
Dock
Plymouth
Brixham
Churston Ferrers
Berry Head
Cawsand Bay
Dart R
Penlee Pt
Rame Head
Dartmouth
Stoke Point
Bolt Tail
Start Point
Bolt Head
Prawle Point

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Captain Markham hired Livermead Cottage from Mr. Mallock of Cockington Court from March, 1800, and his wife was soon comfortably established there.[3] Bob, the dog, also came to Livermead.

She now had the gratification of going on board the *Centaur*, making the acquaintance of the officers—she already knew Mr. Kittoe, Mr. Grossett, and Mr. Croft—and of arranging her husband's cabin. He was to grow mustard and cress, mignonette, and other flowers in the stern walk; one quarter-gallery was to be turned into a greenhouse; and her great delight was in growing vegetables and flowers in the little garden of Livermead Cottage, to send on board for the captain and officers when the ship came in. When the *Centaur* was away she wandered over the hills, worked in her garden, and on Sundays went to Tor Church, a mile inland. Often and often she climbed the hills to strain her eyes to the horizon over Berry Head, longing and half-hoping to see the wished-for sails. She also amused herself with sketching Livermead Cottage, Tor Church, and Berry Head from several points of view. The Carys of Tor Abbey, who were distantly connected with Lord St. Vincent, and called themselves cousins,[4] were very hospitable, and there

[3] Livermead Cottage is still standing, near the railway station. Here, at Livermead, Charles Kingsley and his family lived in the winter and spring of 1854, and his researches at Livermead developed into "The Wonders of the Shore" and "Gleaners." See Life, i. 405—412.

[4] The connexion was very distant, and through Lord St. Vincent's mother, Elizabeth Parker, sister of the Chief Baron. Her first cousin, Helen Roberts (daughter of her aunt, Mary Parker, married to R. Roberts) was married to Peter Giffard of Chillington. Their son, Thomas Giffard, Lord St. Vincent's second cousin, married Frances, daughter of Thomas Stonor of Stonor. After his death she married George Cary, Esq., of Tor Abbey. So that Mr. Cary was Lord St.

were some other wives of captains at Torquay. She used sometimes to sit with Mrs. Stopford,[5] one reading aloud while the other worked.

It had become a matter of extreme urgency that the blockade of Brest should be more efficiently conducted. It was undoubtedly very severe service. The officers and men were exposed to great danger and hardship without any compensating excitement, the work was terribly monotonous, and the long intervals at sea, on salt provisions, were prejudicial to health. The consequence of such a continuous demand on the highest qualities of good men, from all hands, was that there was much discontent, and some insubordination. The admiralty believed that there was a deep-rooted spirit of sedition, and it was feared that there might be another outbreak of mutiny.

The command of the channel fleet was not an enviable position under such circumstances. He who undertook it must have nerves of iron, unflinching resolution, great knowledge and experience, and sound judgment. The government naturally turned to Lord St. Vincent. But he was at Bath desperately ill. Lord Spencer, the First Lord of the Admiralty, actually

Vincent's second cousin's widow's second husband. It was near enough to claim kindred when the fleet was in Torbay. Mr. Cary died in 1805. By his first wife he had two sons, and a daughter Mary, married to John Palmer Chichester, Esq., of Arlington Court, co. Devon.

[5] This is puzzling, for, according to the Peerages, Captain Stopford did not marry until 1809. His wife was Mary, daughter of Admiral Fanshawe, Commissioner at Plymouth Dockyard. Another daughter of Commissioner Fanshawe was a very dear friend of Maria Markham—Penelope, wife of G. H. Duckworth, who was slain at Albuera, the son of Admiral Sir John Duckworth. They had an only daughter, Anne, born after her father's death, and married to Sir Robert Percy Douglas, Bart. A third Miss Fanshawe, Catharine, married Sir Thomas Byam Martin.

Ushant
Passage du Fromveur
Molene
3 Ships of the line
Black Rocks
5 Ships of the line
La Parquete
Canal du Iroise
LEONNAIS
Chateau de la Roche Morice
Elorn R
Chateau de la Joyeuse Garde
Landerneau
Conquet (Ruined Abbey)
St. Mathew
BREST
Daoulas
Frigates
Goulet
Rade de Brest
Dinan Bay
Crozon
Chateaulin
Pte de la Chevre
Douarnanez Bay
Douarnanez
Raz de Sein
Sein Id.
Passage du Raz
CORNOUAILLES
Quimper
Chaussée de Sein
One Ship of the line
Andriene Bay
Odet R
Pont l'Abbé
Penmark
Anse de la Benodet
Penmark Pt.
Penmark Rocks

made a journey to Bath to see him personally, and entreat him to undertake the command. There could be no doubt of the answer. "If the government needs my services," said the old warrior, "I go. It is of no consequence to me whether I die afloat or ashore." He got together as many officers as he could from his old Mediterranean fleet, and hoisted his flag in February, 1800. George Grey,[6] who held the same post in the Martinique expedition, was flag-captain, Mr. Tucker, secretary, and the gallant Troubridge, captain of the fleet. The flag-ship was the *Ville de Paris*, and the fleet consisted of forty sail of the line, in six squadrons, each under an admiral.

Lord St. Vincent's first step was to reissue all the orders for ensuring discipline and the general good management of the ships that were in force in the Mediterranean. He next framed rules for the conduct of the blockade. The rendezvous was "well in with Ushant, with an easterly wind." The inshore squadron was to consist of five ships of the line anchored between Black Rocks and the Parquete, with frigates and cutters cruising between them and the Goulet; three line-of-battle ships to cruise between Ushant and Black Rocks; one line-of-battle ship and one frigate to guard the "Passage du Raz" and the Penmark Rocks, as well as the approach to Quimper, into which town the French endeavoured to throw supplies from Nantes; and one ship of the line on the coast of Morbihan, to mask L'Orient, and prevent supplies being sent round from Vannes. Frigates were to cruise all along the coast of the Bay of Biscay from Isle Dieu to Cape Finisterre. If the wind was westerly,

[6] Created a baronet in 1814. Father of the statesman who was Home Secretary 1846-52, 1855-58, and 1861-66; and died in 1882.

the orders were to make the Saintes as often as the weather would permit. Whatever the weather was, the whole fleet was to tack or wear once every night, so as to secure the actual presence of the blockading force before the hostile port. Ships of war were periodically to be sent to Cawsand Bay to replenish and bring out stores. The blockade was fully established on these principles by the end of March. The *Centaur* was in the second division of the van or inshore squadron, off the Black Rocks, or between them and Ushant, under the orders of Admiral Sir Alan Gardner.[7] The seeds Captain Markham's wife had sown in the stern walk, especially the cress and parsley, were fast coming up. "Strange as it may seem, the sight of the plants in the little greenhouse always makes me melancholy; I suppose from the idea of their having been your companions and favourites. I have to complain of you for sending the asparagus. My dear girl, you would strip yourself of every comfort for me, and never think of yourself. The greatest pleasure I can possibly have is to know that you are in want of nothing. It is strange that the only thing that I can ever find fault with you for, should be your too great kindness and consideration for me. It is only a week since you sowed the seed. Mind you believe no reports or nonsense about us."

Six weeks of monotonous blockading work passed away, and then the fleet was scattered by a furious gale on the 17th of May. Each ship was committed,

[7] Afterwards Lord Gardner. The inshore squadron consisted of—

Excellent—Hon. R. Stopford.
Achille—Murray.
Neptune—Vashon.
Cæsar—Saumarez.
Centaur—Markham.
Impetueux—Pellew.
Royal George—Domett.
Venerable—Sir W. Fairfax.

by signal, to the discretion of its captain, with permission to proceed to any port they could fetch, in disregard of order of sailing. Early in the forenoon two line-of-battle ships lost their main top-masts, at eleven the flag-ship lost hers, and split her storm staysails. At noon the storm increased. The *Warrior* and *Saturn*, unable to weather Ushant, wore and stood to the southward. There was considerable anxiety about them for some days. The *Ville de Paris* and many others, including the *Centaur*, having weathered Ushant, scudded. Two sloops turned bottom up, and all on board were lost. The flag-ship reached Torbay on the 18th, and the *Centaur* anchored off Brixham on the next day.

There was but a momentary glimpse of the dear inmate of Livermead Cottage. The orders were to refit and fill up as speedily as possible, and by the 1st of June the fleet had taken up its stations again. The resolute old chief actually maintained his whole force off Brest from that time, without intermission, for 120 days. Inside there were forty-eight French sail of the line and twenty frigates ready for sea. Three times detachments attempted to slip out, but they were always detected, and forced to return. On one occasion the *Centaur* suffered some damage from a collision. "On June 11th, in the afternoon, while I was at dinner on board the *Mars* with Admiral Berkeley, the *Marlborough*[8] ran into us, and carried away our bowsprit, head, cutwater, and I fear has done so much damage that the ship must go into dock. I can find no fault with the officers on board my own ship in this business." The *Centaur* was

[8] Captain Sotheby.

obliged to return to Plymouth, and was in dock during the whole of July. Part of this time was passed at Livermead Cottage, with happy excursions on the coast, and drives and walks in the shady Devonshire lanes. In August Captain Markham rejoined the fleet off Brest, and was placed under the orders of Sir J. Borlase Warren. The instructions were to cruise off the Black Rocks and Goulet, to watch the combined fleet, and gain all possible information of their force, condition, and movements.

On his return to the fleet, the captain of the *Centaur* received a circular from Lord St. Vincent marked "most secret and confidential." The commander-in-chief had received information from the Lords of the Admiralty that seamen belonging to some of the ships had held conversations and correspondence highly derogatory to the discipline of the navy, and importing that another mutiny was in agitation. The captain was warned to be constantly on his guard against the machinations of wicked and designing men. To counteract these designs the main hatchway berth on the larboard side of the lower deck was ordered to be restored to the master's mates, and the masters-at-arms were to be established, abreast of the bitts, on the starboard side. The marines were to be berthed close aft, without any seamen intermixed with them, and such other precautions were to be taken as best to defeat the horrible crime supposed to be in contemplation. A report was to be made, from time to time, as to the apparent disposition of the ship's company. Captain Markham gave orders in compliance with the circular; but reported that there was no sign of ill-humour or discontent among his seamen.

This was a scare. A far more important matter,

and one to which Lord St. Vincent, with the able assistance of his surgeon, Dr. Baird, gave the closest and most earnest attention, was the health of the crews. Off Cadiz supplies of fresh meat and vegetables were frequently received from Tangiers, but during the Brest blockade there was not a single meal of fresh provisions served out for 120 days. Some cases of scurvy appeared in the *Ville de Paris*, others were reported on board some of the other ships, and they were getting worse and more numerous. Recourse was had to lime-juice. This anti-scorbutic had been in use since 1796, but Lord St. Vincent was the first to make it an inseparable article of the seaman's diet after a certain period at sea. The order was that, after a month at sea, the daily allowance of each man for the next three weeks was to be one ounce of lime-juice and half an ounce of sugar, mixed in a half-pint bottle. After three weeks it was to be served out every other day until the ship returned to port. The first lieutenant, master, and surgeon were to inspect the mixing and see that it was taken. Other precautions were adopted. Properly-fitted sick-bays were substituted for the old sick-berths behind screens. Ships' store-rooms and wings were rearranged with a view to improved ventilation. Dry scrubbing with sand and holystones, on the lower and orlop decks, was ordered instead of the previous washing. More frequent airing of the bedding was enforced, every week when the weather permitted. On September 23rd, 1800, an order was issued that all seamen were to be vaccinated who wished it.

These and kindred arrangements were planned so judiciously, and enforced with so much system and regularity, that, when the fleet at length returned to Torbay on October 19th, 1800, there were only

sixteen cases for the hospital out of the 23,000 men who composed the fleet. But once in port, the commander-in-chief's peculiarly strict notions of discipline led him to issue orders which made him very unpopular.

A captain of a line-of-battle ship, with a party of marines under its captain and subaltern, was ordered to keep guard at the watering place at Brixham night and day, to be relieved every twenty-four hours, and captains were to perform this duty in rotation. They had to sleep under a boat's sail. No petty officer or man was to be allowed to quit his boat on any pretence whatever. The next order was still more unpleasant. It was that no officer, of whatever rank, was to sleep on shore, and that leave was only to be given between sunrise and sunset. This order was communicated to captains privately, and to all other officers by a general circular. Finally, an order came out forbidding all officers to go further from the beach than Upper Brixham and Paignton. The commander-in-chief then went to live on shore with the Carys at Tor Abbey, which he considered to be within his own rule.

The *Centaur* was off Ushant again from October 24th to November 11th, when she put into Cawsand Bay, and she at length got a spell in Torbay from November 27th until December 26th. This was another happy time at Livermead Cottage, which included Christmas Day—very pleasant in spite of the vexatious orders; but on the 27th the ship was again sent to sea, to cruise off Brest until the 12th of January. Captain Markham's orders were to proceed at once to join the advanced squadron off the Black Rocks, take under his command the *Warrior* and

Defiance, and intercept a squadron which was preparing to put to sea at Brest.

Lord St. Vincent's command of the Channel fleet had lasted nearly a year. He had kept up the Brest blockade with great strictness, and for an unbroken spell which was unparalleled. He had restored order and discipline to a somewhat disorganized fleet, and had maintained it with unbending firmness. By his wise sanitary measures and the watchful care with which he enforced them, he had kept the men, under peculiarly unfavourable circumstances, in fair health. He had not been sparing of punishments, though there had only been two courts-martial. But he felt that he could not have secured these results unless there had been very zealous and intelligent co-operation on the part, both of the best of the officers and the best of the men. He wished, before leaving the fleet, to bestow some token of recognition on those who had given him this support. He caused a silver medal to be struck, with a design and motto furnished by the Countess Spencer,[9] and adapted to the occasion; which he gave as a reward for good conduct to a number of selected seamen and marines. He also presented a large gold medal to those officers of all ranks who had served under him, and with whose conduct he was most pleased. Captain Markham of the *Centaur* received one,[1] and also Lieutenant Grosett of the same ship.

Earl St. Vincent accepted the office of First Lord of the Admiralty in the administration formed by Mr.

[9] Lavinia, daughter of the Earl of Lucan, married Lord Spencer in 1781, and died in 1831, two months before her golden wedding-day. Her grandson, Captain R. R. Quin, R.N., was married to Captain Markham's great-niece, Selina, on June 1st, 1852.

[1] Now at Morland.

Addington in February, 1801, and he had the nomination of the naval lords. He naturally selected officers who had been long under his eye, who had served with him during both his Mediterranean and Channel commands, and of whose judgment and abilities he had the highest opinion. His choice fell upon Troubridge, his captain of the fleet, and upon Markham, captain of the *Centaur*.

On January 17th, 1801, Captain Markham resigned the command of the *Centaur* into the hands of his old friend Captain Littlehales, and on the next day she sailed to continue the interminable blockade. He parted from his shipmates with feelings of regret, but he frequently received news of them from Captain Littlehales. For several he had formed a lasting friendship, and to not a few, both officers and men, he was able to give a helping hand in after years.[2]

Many happy hours had been passed in the cosy little rooms of Livermead Cottage, and the temporary home was always remembered with pleasurable feelings. Husband and wife left Torquay never to be parted again, except for a day or two at a time, until they were separated by death. The young wife looked forward to her future with the brightest anticipations.[3]

[2] In 1803 the *Centaur* became the flag-ship of Commodore Samuel Hood in the West Indies, Murray Maxwell, captain.

[3] Before coming to London, Captain Markham lost both his old uncles, his father's brothers. Colonel Enoch Markham died on Christmas Day, 1800, aged seventy-three. He was buried on January 2nd, 1801, near his father, on the north side of the cloister of Westminster Abbey, with the colours of the 112th Regiment, which he had raised, wrapped round his body. George Markham, who had long been an invalid, died on January 31st, 1801, aged seventy-eight, and was buried near his brother on February 6th.

CAPTAIN MARKHAM'S SEA SERVICE.

Ship.	Captain.	Date		Station.	Remarks.
		Of joining.	Of leaving.		
Romney . . .	Geo. K. Elphinstone.	1775, Mar. 11	1776, Mar. 26	Home&Newfoundland	Some months on shore. Born on books. Age 14.
Perseus . . .	„ „ .	1776, Mar. 26	1777, May 24	North America and West Indies.	American War. Midshipman. Age 15—16.
Pearl . . .	„ „ .	1777, Mar. 14	. . .	Ditto and in Prizes .	Charge of Prizes. Midshipman. Age 16.
Phœnix . . .	Parker .	1779, Mar. 11	1779, July 21	Plymouth . .	Midshipman. Age 18.
Roebuck . . .	Andrew S. Hamond. Andrew S. Douglas.	1779, July 21	1781, April 14	North America .	Siege of Charleston. Acting-Lieutenant. Age 18—20.
Royal Oak . .	. . .	1781, April 14	1781, Aug. 22	Ditto (Halifax) .	Lieutenant.
London . . .	Flag of Admiral Graves.	1781, Aug. 22	1782, Jan. 13	North America and West Indies.	Action of the Chesapeake. First Lieutenant. Age 21.
Hinchinbroke (hired)	John Markham .	1782, Jan. 13	1782, Mar. 13	Off Jamaica . .	Acting Commander. Age 21.
Volcano (fire-ship) .	„ „ .	1782, Mar. 13	1782, May 9	Port Royal . .	Acting Commander. Age 21.
Zebra (sloop) . .	„ „ .	1782, May 11	1782, May 24	Off Cape Tiburon .	Commander. Court-Martial. Age 21.
Carysfort . . .	„ „ .	1783, Jan. 3	1783, Jan 14.	Deptford . . .	Captain. January 3, 1783. Age 22.
Sphynx (20) . .	„ „ .	1783, June 19	1786, Oct. 16	Mediterranean .	Senior Officer, Gibraltar. Age 22—25
Blonde (40) . .	„ „ .	1793, June 28	1794, Aug. 18	Channel and West Indies.	Capture of Martinique. Age 32.
Hannibal (74) . .	„ „ .	1794, Aug. 18	1795, Nov.	Channel and West Indies.	Capture of French frigate *La Gentille.* Age 33-34.
Centaur (74) . .	„ „ .	1797, Mar. 29	1801, Jan. 17	Coast of Ireland, Mediterranean, and Blockade of Brest.	Capture of Minorca and 3 French frigates. Age 35—39.

1777 to 1801, Active service	19½ years.
1786 to 1793, Half-pay	6½ „
In the Navy	26 „

CHAPTER XVI.

A LORD OF THE ADMIRALTY.

(18th February, 1801—15th May, 1804).

Mr. Pitt had resigned because the king would not yield anything to the Roman Catholics. The union was concurred in by the Irish people chiefly from the hope being held out to them of Catholic emancipation. Pitt declared that he could not continue to conduct the government if he was prevented from realizing the hopes he had allowed the Irish to entertain. The Speaker, Mr. Addington, was urgently entreated by the king to take office, and he did so with the understanding that he would receive Mr. Pitt's support. His administration was largely formed out of men who had been previously in office. But in Lord Eldon there was a new Chancellor, and in Earl St. Vincent[1] they secured a powerful First Lord. There was something very noble in the way in which the old sailor took office. He would not accept it until he had first frankly told the king that, having served for nearly

[1] He was created Earl St. Vincent on April 27th, 1801; and Viscount St. Vincent, with remainder to the children of his favourite sister, Mrs. Ricketts, first to her eldest son and his heirs male, then to her second son and his heirs male (from whom descends the present Viscount St. Vincent), then to the heirs male of her daughter, the Countess of Northesk.

half a century with Roman Catholics and seen them tried in all situations, it was his conscientious opinion that they were entitled to be placed on the same footing, in every respect, with his Majesty's Protestant subjects, that he had been told the retiring ministry had resigned upon that question, and that he could not accept office under such circumstances, without first stating to his Majesty that he entirely agreed with them in opinion. The king replied that he had behaved like an honourable man, but as the question could not again be raised, there was no reason why he should not take the Admiralty.

So the new Board was formed, consisting of six members:—

Earl St. Vincent.
Sir Thomas Troubridge, Bart.
Captain Markham, R.N., M.P.
Sir Philip Stephens, Bart.
The Hon. William Eliot, M.P.
William Gartshore, Esq., M.P.

Lord St. Vincent was now over sixty-seven, with naval experience extending back for half a century. He took office with the full intention of rooting out the gross abuses in the civil administration, of which he acquired some knowledge during his commands in the Mediterranean and the Channel. He knew much and suspected more. As firm and energetic as ever, he now suffered much from ill health. His country-house was at a place called Rochetts,[2] in the parish of South Weald in Essex, two miles from Brentwood and about seventeen from London. Here he passed much time even when in office, transacting business by

[2] An estate which had been inherited by Lady St. Vincent—lands formerly belonging to Waltham Abbey.

correspondence with Captain Markham, between whom and the First Lord there was now perfect communion of sentiment on public matters, and a warm private friendship.

Sir Thomas Troubridge had been the First Lord's captain of the fleet at the blockade of Brest, the friend of Nelson, and a most gallant officer. He was the senior sea-lord, and efficiently conducted the work connected with the *personnel* of the navy.

Of the civilian members of the Board, Sir Phillip Stephens had long been Secretary to the Admiralty, and Mr. Eliot was afterwards Earl St. Germans. They were both members of the former Board under Lord Spencer, in Mr. Pitt's administration. Mr. Gartshore was an old schoolfellow of Captain Markham at Westminster; the son of a physician in London, he travelled with Lord Dalkeith as his tutor after leaving Oxford, and was afterwards private secretary to Mr. Dundas when he was Minister at War. He had been in Parliament since 1795, and was now about thirty-six years of age, and a man of talent and industry.[3]

Mr. Evan Nepean was Secretary to the Admiralty, and Mr. Tucker, who had been Secretary to the Commander-in-Chief of the channel fleet, continued as Private Secretary to the First Lord.

The new Board of Admiralty first met on the 18th of February, 1801.

In those days the civil administration of the navy, including contracts and supply of stores and provisions, as well as the work of the dockyards, was under a separate Board of Commissioners, presided over by the

[3] Mr. Gartshore married Miss Chalié, a daughter of the wine merchant. Grief for her death, which happened in 1804, drove him out of his mind, and he died in April, 1806.

Comptroller of the Navy, called the Navy Board. These permanent officials, although nominally subordinate to the Admiralty, acted as if they were practically independent, and much of the waste and peculation was due to their negligence, ignorance, and incapacity. The Comptroller was Sir Andrew S. Hamond, Captain Markham's old commander in the *Roebuck*. As the representative of the Navy Board, he soon quarrelled with Lord St. Vincent, and the proceedings of the Junior Lords were equally disliked by this representative of routine and circumlocution. With a character deteriorated, and judgment warped and dwarfed by years passed in a public office, the jobbing old Comptroller was a very different man from the dashing captain of the *Roebuck*.

The first work of the new Cabinet was to complete the equipment and despatch of the expedition to the Baltic, which had been planned by the former government, with the object of breaking up the northern confederacy. This was very efficiently done, and adequate results were secured by the victory of Nelson at Copenhagen. But, amidst rejoicings for this success, Captain Markham had to mourn the loss of his dear friend, the brave and accomplished Riou.[4] Soon after-

[4] Captain Riou was also intimate with the rest of the archbishop's family, and often dined in South Audley Street.

Riou, or Rieux, was the name of an ancient family, whose estates at Vernoux, in Languedoc, were forfeited at the Revocation of the Edict of Nantes. Estienne Riou left France when eleven years old, with his uncle, Matthieu Labrune, who established himself at Berne as a merchant. In his nineteenth year Estienne joined the English army in Piedmont, under the Duke of Schomberg, entering the Huguenot regiment of Lord Galway as a cadet, and serving at the siege of Cassale. In 1698 he accompanied his uncle to London, where they began business as partners in 1700, and were very successful mer-

wards came the news of Lord Keith's successes on the coast of Egypt, of the landing at Aboukir and the battle of Alexandria. But preliminaries of peace began to be discussed in October, hostilities virtually ceased, and the peace of Amiens was signed on March 26th, 1802.

Most of the ships were paid off, and the Board of Admiralty was able to give its undivided attention to the condition of the civil departments. Their lordships were thwarted at every turn by the Navy Board. The officials disliked being disturbed; any discovery of cases of peculation and waste would reflect upon them; their supine negligence would be discovered, their ignorance exposed, and they were also influenced by feelings of mortified vanity. They wished everything to go on in the old grooves. What was good enough for Pitt and Dundas, ought to satisfy St. Vincent. But they had found their match.

chants. Estienne, when in his fortieth year, married Madeleine, daughter of Christopher Baudoin, a refugee gentleman from Touraine. His son, Stephen, entered the army, and accompanied Sir Robert Kerr Porter in his embassy to Constantinople. His sons were distinguished officers. Philip, the eldest, was a colonel of artillery, and died in 1817. Edward Riou, the second, was born in 1764, and entered the navy in 1776. His first ship was the *Romney*, when he was a messmate with Jack Markham. He was in the *Discovery* in Cook's voyage round the world, and afterwards in the *Resolution* with Captain Clerk. He was a spectator of Captain Cook's death in 1779. After twenty-seven years of most distinguished service he was killed while commanding the *Amazon* frigate at the battle of Copenhagen, on April 2nd, 1801. His only surviving sister married Colonel Lyde Browne of the 21st Fusiliers, who was assassinated at Delhi on the night of July 3rd, 1803, when hastening to the assistance of Lord Kilwarden, who was murdered the same night.

There is a most interesting chapter on the "gallant, good Riou," in the "Huguenots in France," by Samuel Smiles (Routledge, 1881), p. 368.

It was considered very desirable that Captain Markham should have a seat in the House of Commons, to represent the policy of the Board. Admiral Lord Hugh Seymour, who had been one of the members for Portsmouth since 1796, died in September, 1801, and Captain Markham went down and offered himself for the vacant seat. He was duly returned on November 12th, 1801, and from that time he took an active part in debates relating to naval matters. He was re-elected at the general election in July, 1802. His colleague was the Honourable Thomas Erskine, then a successful lawyer, soon to be Lord Chancellor. Mr. Erskine had represented the borough for upwards of ten years.

After having received much evidence from various sources, and having given the subject very serious consideration, the Board of Admiralty at a meeting when all the lords were present, recorded the following important minute on August 20th, 1802:—

"Their Lordships, taking into consideration the extraordinary expenses in the dockyards and ropeyards in proportion to the number of ships employed, and having received reports from various quarters of flagrant abuses and mismanagement existing in the several departments, which there is reason to believe are too well founded, and being determined, as far as in them lies, to discover and remedy the same, do judge it expedient to visit all the dockyards, to examine into the conduct and ability of the officers, the sufficiency of the workmen, the condition of the ships and magazines, in order that such reforms and improvements may be made as shall be proved advisable, especially to prevent unnecessary expenditure of the public money. They think proper to direct that the Comptroller and three

other members of the Navy Board do attend them on their visitation."

This investigation was conducted entirely by Lord St. Vincent and Captain Markham, with one of the civil lords occasionally. Mr. Gartshore went with them to Plymouth, where they arrived on August 24th, 1802, Admiral Dacres waiting on them at their inn. They told him that they would be in the yard by half-past six next morning, and that they expected the heads of departments to be in attendance. Next day they received various reports from Commissioner Fanshawe, and investigated the system, or rather want of system, in use for paying the men and checking their work. On the 28th they proceeded to Cawsand Bay, to view the anchorage and consider improvements for watering the fleet, and on three following days they thoroughly probed the state of affairs in the stores department, the victualling office, and the hospital. Lastly, they examined Sir William Rule, Surveyor of the Navy, and ordered a general survey of oak timber in store.

On September 2nd, their lordships set out for Portsmouth,[5] and devoted a week to similar investigations in that dockyard, also visiting the Royal Academy there, and Haslar Hospital. In like manner they visited Chatham, Sheerness, Woolwich, and Deptford, being joined at Woolwich by Mr. Eliot.

After their return to the Admiralty, and having

[5] Admiral Milbanke was then port-admiral, relieved in 1803 by Lord Gardner, and in 1804 Admiral G. Montagu took up the appointment, until 1808.

The admiral in charge of the dockyard, from 1801 to 1806, was Sir C. Saxton, Bart. In 1806 he was succeeded by Sir George Grey until 1808.

carefully discussed all the information they had collected, the Board recorded another minute on October 15th, as follows:—

"Having had under consideration the minutes of the Lords during their visitation of the dockyards, the Board observe with extreme concern that the Navy Board had neglected to investigate frauds reported to them, but on the contrary had shown a disposition to cover and pass over irregularities. A letter to be written to the Navy Board signifying the Board's high disapprobation of their conduct, and reprimanding them. By their failure in the execution of their duty the public has been defrauded to a very considerable amount, and delinquencies have been passed unpunished."

The Board decided that the evil to be cured was so gigantic in its proportions as to be beyond their unaided powers. They came to the conclusion that a Parliamentary Commission was necessary, to inquire into the whole naval civil branch, and that it was essential that it should be empowered to summon and examine witnesses on oath, which the Board was not, as well as to call for all accounts and documents. The names of the commissioners should form part of the bill creating the commission, both to prevent any suspicion of jobbing, and to give an opportunity for a discussion of the merits and qualifications of each one.

Lord St. Vincent brought the matter before the Cabinet without delay. Mr. Addington's Government has not the credit for energy or resolution ;[6] but it had

[6] Prime Minister . . . . Mr. Addington.
Lord Chancellor . . . Lord Eldon.
President of the Council . . Duke of Portland.

at least one member who was renowned above most of his contemporaries for those qualities. Such an attack upon public offices and vested interests startled and frightened the cabinet. The measure was opposed, and eventually the First Lord was told by his colleagues that they would not consent to it, Lord Eldon alone supporting him. He reported the result to the Board, and all the lords agreed that the measure was absolutely necessary. Lord St. Vincent, therefore, informed his colleagues that unless the measure he proposed was adopted he could not continue to be a member of the Cabinet. Both he and the other lords of the Admiralty would feel it to be their duty to resign. The ministry then reluctantly yielded. But Lord Eldon inserted a clause in the bill, allowing a witness to withhold an answer which might criminate himself.

Captain Markham had the important duty of introducing the bill, and of managing its passage through the House. Mr. Abbot, his old schoolfellow at Westminster, was the Speaker. From the ministry, although it was nominally a government measure, he

Lord Privy Seal . . .	Lord Westmoreland.
Admiralty	Lord St. Vincent.
Secretary of State, Home .	Lord Pelham.
„ Foreign .	Lord Hawkesbury.
„ Colonies .	Lord Hobart.
Board of Control . . .	Lord Lewisham.
Secretary at War . . .	Mr. C. Yorke.
Secretary for Ireland . . .	Mr. Wickham.
Postmaster-General . . .	Lord Auckland.
Treasurer of the Navy . .	Mr. Tierney.
Secretary of the Treasury .	Mr. Vansittart.
„ . . .	Mr. Sargent.
Attorney-General . . .	Mr. Law.
Solicitor-General . . .	Mr. S. Percival.

could only expect a lukewarm support, besides, except Mr. Addington and Lord Hawkesbury, all the members of the Cabinet were in the House of Lords. Mr. Tierney, however, the Paymaster of the Navy, and Mr. Law, the Attorney-General,[7] were warm supporters. The conduct of Mr. Pitt and his immediate followers was becoming more than ambiguous. To say the least, the late Prime Minister's neutrality was more inclined to be hostile than friendly, while Canning was actually aggressive. The Navy Board was strongly represented in the House. The Comptroller himself had a seat, and the jobbers and contractors all had their representatives. Even some naval men, especially Admiral Berkeley, were on the side of the Navy Board. Mr. Fox, the leader of the opposition, was impartially neutral and observant. But Sheridan was very friendly, and Captain Markham could rely upon the support of Mr. Charles Grey, son of the gallant general with whom he served at Martinique,[8] and brother of the First Lord's old flag-captain and friend, George Grey.

It was on December 13th that Captain Markham rose to call the attention of the House to the necessity for inquiring into naval abuses, and for leave to bring in a bill. The task he had undertaken was a formidable one. Before him were the two greatest statesmen of the age, Pitt and Fox, one hostile and the other critically neutral, and around him were men whose eloquence and debating power had made their

[7] Mr. Law became Lord Chief Justice, and was created Lord Ellenborough in April.

[8] General Sir Charles Grey was created Baron Grey of Howick on June 23rd, 1801, and Earl Grey April 11th, 1806. He died November 14th, 1807.

names famous. Quite unaccustomed to address such an assembly, he relied only on his knowledge of the subject, and on the justice of his cause.

He began his speech by assuring the House that the present Admiralty had no thought of throwing any reflection on its predecessors, that they appreciated the great services of Lord Spencer during the war, and that two of his colleagues were actually members of the present Board. But an interval of peace was the fitting time for the proposed investigation, and for correcting abuses, many of which had crept into existence when the whole attention of the authorities was devoted to warlike operations. He then described the system of plunder, robbery, and waste which had been discovered during his visit to the dockyards in the preceding August, and impressed the House with the urgent necessity for inquiry. He explained that a commission was necessary, because the investigation would call for the undivided time and attention of able men for many months, and because it would be essential that they should have special powers. He concluded by moving for leave to bring in a bill for the appointment of commissioners to inquire into abuses, frauds, and irregularities practised in several naval departments, and into the business of prize-agents, and to report the same to the House, with recommendations for the prevention of such frauds and abuses in future.

The friends of the Navy Board continued the debate. Earl Temple [9] objected that sufficient detail respecting the alleged abuses had not been given to the House,

[9] A young man of twenty-six, who succeeded his father as Marquis of Buckingham in 1813, and was created Duke of Buckingham in 1822.

and Admiral Berkeley[1] said that the work could best be done by the Navy Board, invested with the needful power. Sir Andrew Hamond then rose to assure the House that he and his colleagues were honourable and liberal men, full of zeal and ardour, who had always done everything in their power to remove abuses. After a brief reply by Mr. Addington, the motion was put, and leave was given to bring in the bill. It was brought up and read a first time.

Next day Captain Markham moved the second reading. After some remarks from Admiral Berkeley, replied to by Mr. Gartshore, the bill was ordered to be committed. On the 16th Captain Markham moved the order of the day for the commitment of the bill, blanks being left for names of the commissioners. Mr. Sturges Bourne[2] said that the effect of the measure would depend principally on the characters of the commissioners, and he, therefore, wished that the blanks for their names should be filled up as soon as possible. The Solicitor-General therefore read out the proposed names. They were—

Vice-Admiral Sir Charles Morice Pole, Bart.
Hugh Leycester, Esq.
Ewan Law, Esq.
John Ford, Esq.
Henry Hunter, Esq. (Captain Nicholls, R N., substituted).

[1] The Hon. George Berkeley, son of the Earl of Berkeley, was born in 1753, was at Eton, and entered the navy in 1765. In 1775 he came home, and stood a contest in Gloucestershire which cost 100,000*l*. He was at the relief of Gibraltar in 1781, and in Lord Howe's action of June 1st, 1794, in the *Marlborough*, 1799, rear-admiral in the Channel fleet until 1801.

[2] Mr. Sturges Bourne of Testwood, co. Hants, married Anne Bowles, sister of Mrs. W. Markham of Becca, in 1808. He was Secretary of the Treasury in 1804-6, a Lord of the Treasury 1810-12, and Home Secretary in Canning's Cabinet, 1827.

The question was then put for each name in succession, and carried unanimously in the affirmative.

Sir Charles Pole was an admirable chairman for such a commission. A scion of the old Devonshire family of Poles of Shute, he was born in 1757, went to the Naval Academy at Portsmouth, and entered the navy in 1770. He had seen much service in the East Indies, North America, and with the Channel fleets, had hoisted his flag once, and been Governor of Newfoundland. Mr. Addington bore witness to his qualifications peculiarly fitting him for the work, to his firmness of mind, conciliatory manners, integrity, and zeal. He was married to Miss Goddard, a cousin of Captain Markham, but this had nothing to do with his appointment, which was entirely the suggestion of Lord Hawkesbury. Sir Charles Pole was member for Newark.

With him were associated men accustomed to examine witnesses and sift evidence. Mr. Hugh Leycester, of the Cheshire Leycesters of Toft, was an eminent king's counsel, afterwards a judge. Mr. Ewan Law was a brother of the Attorney-General,[3] and brother-in-law of Captain Markham. He was a retired civilian of the East India Company's service, and was known in India as the "just judge." Mr. Ford and Mr. Hunter were able lawyers. Captain Nicholls, R.N., was afterwards substituted for Mr. Hunter.

On the 17th the order of the day was moved to go into committee on the bill, when Mr. Canning rose to object to its being hurried so rapidly through the House. He said that it vested extraordinary, indeed, unprecedented, powers in unknown persons, and

[3] Lord Ellenborough and Chief Justice since April.

erected a tribunal which was unconstitutional and unknown to the country. He asked the House to pause before it granted such powers. Earl Temple declared that he would not consent to such an inquisition, based on Star Chamber principles. Admiral Berkeley objected to the names of the commissioners, though they had already been accepted. Dr. Laurence[4] maintained that it was unjust and unconstitutional that men should be required to degrade and dishonour themselves by discovering their own mal-practices. The Committee's Report was finally adopted, and on the 15th Captain Markham moved the third reading.

Earl Temple and others continued their opposition, when Mr. Sheridan came to the rescue. He said that "the measure should not only be suffered to pass, but that it should be suffered to pass with applause and gratitude. It is said that the Navy Board has always had powers adequate to the correction of abuses. If that Board has had such powers, and has neglected to exert and apply them, that is the very strongest reason why those powers should now be lodged in other hands. In Lord Spencer's time a statement was made that the amount of plunder and embezzlement in the navy departments was fully 3,000,000*l.* a year. Learned gentlemen object that the bill is *ex post facto*. Undoubtedly it is so. If you had lost your purse on the road, how would you go about to find it? Would you not go back the way you came? So it is now with us. Sir, I give my

[4] French Laurence, LL.D., an eminent civilian, member for Peterborough from 1796 to his death in 1809. He was one of Edmund Burke's literary executors, and at one time there was a hope that Laurence would write a life of his friend.

fullest approbation to the bill, and I hope that the signal for the reformation of abuses, hoisted at the masthead of the Admiralty, will be answered and carried into execution throughout all the naval departments." The bill was then read a third time, and on December 20th Captain Markham, with several other members, brought it up to the House of Lords.

Owing to the illness of the First Lord, the bill was introduced and explained by Lord Pelham, the Home Secretary. Lord Nelson then rose, and gave it most cordial support. "Every man knows that these abuses do exist, and I trust that there is none among us who would not gladly do all that can be constitutionally effected to correct them. Fear has been expressed of the powers given to the commissioners, but the persons named in the bill are men whose characters are above all suspicion of indiscretion or malice. I can affirm, my lords, that the necessities and the wrongs of those employed in the naval service of their country most loudly call for the redress which this bill proposes. From the highest admiral to the poorest cabin-boy, there is not a man that may not be in distress, yet with large sums of wages owing to him. My lords, he cannot obtain payment by any diligence of request, his entreaties will be answered with insults at the proper places for application, if he come not with particular recommendations for a preference. From the highest admiral to the meanest seaman, whatever the sums of prize-money due to him, no man can tell when he may securely call any part of it his own. Are these things to be tolerated? Is it for the interest, is it for the honour of the country that they should not be as speedily as possible re-

dressed?" The Duke of Clarence then moved the rejection of the bill, but without success, and on December 29th the King, by commission, signified his assent, and it became law.

By the Act, the Commissioners for making inquires into irregularities, frauds, and other abuses in the naval departments, were Sir Charles Pole, Mr. Leycester, Mr. Ewan Law, Mr. Ford, and Captain Nicholls, R.N. The departments to be investigated were those of the Navy Board, of the Treasurer of the Navy, of the Victualling Board, of the Sick and Hurt Board, of the the Transport Board, of the Commissioners for the receipt of sixpences from merchant-seamen for Greenwich Hospital, of the chest at Chatham, of the dockyards, of the hospitals and prisoners of war, and of the prize-agencies. The Commissioners were, from time to time, to report their proceedings to Parliament, with recommendations for the correction of abuses. They were empowered to send for any person or persons whomsoever, and for any books, papers, records, or accounts relating to the above departments; and they were to examine witnesses on oath. But no person was to be compelled to answer any question which would criminate him or expose him to pains and penalties. The Commissioners were authorized to employ necessary clerks and messengers, and the Treasury was empowered to pay salaries, not exceeding 2000*l.*, out of the consolidated fund. The office of the Commission was in Great George Street, and work was commenced with great diligence in February, 1803. The reports of the Commissioners were received with astonishment by Parliament, and created a great sensation throughout the country.

Meanwhile the Admiralty was fully occupied with

current business, and in preparations for renewing the war with France. Lord St. Vincent was not found unprepared when the war broke out afresh on May 16th, 1803; for he had never so diminished the naval armaments as to be disabled from an immediate resumption of hostilities. The statements of his enemies to the contrary were untrue. Within forty-eight hours of the declaration of war, Admiral Cornwallis was blockading Brest with thirty-three sail of the line, and the blockade was soon extended from the Texel to Toulon. Lord Nelson hoisted his flag on board the *Victory*, and that fleet was placed under his orders, with which, two years afterwards, he won the battle of Trafalgar. Lord Keith was entrusted with the command of a smaller fleet in the North Sea, and with the work of organizing the coast defences, including the mouth of the Thames. He hoisted his flag at the Nore on May 18th, 1803, and planned, in consultation with the Admiralty, a scheme for securing the services of a large flotilla of gun-boats and armed row-boats, in case the enemy, during a calm, should succeed in breaking through the line of the fleet.

All necessary arrangements were made to secure a vigorous prosecution of the war, while the efforts to reform abuses and put down jobbery were not relaxed. A vacancy in the Navy Board, in July, 1803, led to the appointment of Captain Markham's brother, Osborne, as a Commissioner of the Navy, so that the Admiralty might have at least one man there upon whose honesty and intelligence their lordships could rely. Lord St. Vincent wrote to him as follows :—

"Rochetts, August 24th, 1803.

"To Osborne Markham, Esq.

"In selecting you for a seat at the Navy Board, I

am governed by zeal for the good of the public, and I feel confident that you will discharge the functions of the office in a manner honourable to yourself and beneficial to your country; happy at the same time that the choice fell upon the member of a family for which I entertain the highest esteem.

"Yours, &c.,

"St. Vincent."

The subjects relating to naval administration which came before Captain Markham were very numerous. One to which he devoted much attention was the improvement of charts and sailing directions, and the promotion of a more regular system of fixing positions by astronomical observations. At that time, Mr. Dalrymple had been hydrographer to the Admiralty since 1795, and was very industriously engaged in compiling and engraving charts from old materials. Captain Markham gave him warm encouragement, but at the same time there was a crying demand for charts from recent surveys, and it was felt that it ought to be promptly met. With this view the services of that eminent surveyor, Captain Hurd, were brought into requisition, and he was kept well employed. The urgency for enforcing a better system of keeping the ship's reckoning was forcibly brought to notice by a disaster which was reported in April, 1804. H.M.S. *Apollo*, commanded by Captain Dixon, sailed from Cork for the West Indies, with a convoy of sixty-nine sail of merchant-ships on March 26th. During the middle watch of April 2nd the *Apollo* struck the ground, to the utter astonishment of every one on board, for she was supposed to be hundreds of miles from land. The sea soon began to make breaches

over her, and she was lost. Only thirty men reached the shore, which proved to be near Cape Mondego, in Portugal. When morning broke it was seen that thirty of the merchant-ships were also on the rocks, and they were all lost. This catastrophe was due to the *Apollo* being four degrees out in her longitude. Captain Markham urged that the use of chronometers should be made general, and that the frequent taking of lunar observations should be enforced. The public, he considered, should furnish H.M. ships with chronometers, captains being made responsible for their custody. He found that, in those days, there was a better system on board the East India Company's ships than in the navy.

Another measure of great interest, which came within Captain Markham's department, was the building of teak ships for the navy at Bombay. On this subject he corresponded with a wealthy ship-builder, named Jamsetjee Bomangee. He arranged for the collection of teak timber to build experimentally a 74-gun ship of the line and a 36-gun frigate. A contract for the teak was made with the Rajah of Travancore; the erection of the necessary buildings was commenced on the island of Colaba, plans were sent out, and everything was put in train.

But the most pleasant part of Captain Markham's duty was the promotion and advancement of deserving officers, and the power his position gave him of showing kindness to old shipmates, and sometimes of providing for their children. Among many others, a berth was found on shore for a disabled gunner's mate of the *Centaur*, and the sons of a quartermaster in the *Blonde* were got into Greenwich School. It was

a cheering post also which brought this letter from young Croft, of the *Centaur* :—

"March 11th, 1804.

"I have just returned from Curaçoa. The admiral sent for me this morning and gave me orders to commission the *Vigilant*, a very fine French brig, quite new and sails like the wind, saying, 'You are indebted to your friend, Captain Markham, for this,' I am so much overjoyed that I really cannot sufficiently collect my thoughts to make a suitable acknowledgment for so great a favour. I feel quite ashamed on reading this over, but instead of my mind becoming more calm I think it becomes more turbulent; so I hope I may gain the appellation of my brig, and an opportunity of showing the world that the trouble you have taken with me has not been ill-bestowed.

"Your most humble, obliged servant,

"W. Croft."[5]

The seat in Parliament enormously increased the work of a Lord of the Admiralty, and when the House of Commons met on February 1st, 1804, there were ominous signs that Mr. Pitt and his friends intended to coalesce with Mr. Fox, to turn out the government. But Mr. Pitt did not intend to divide the spoils.

The first appearance of hostility was on February 27th, 1804, when the second reading of the Volunteer Consolidation Bill came forward. Mr. Pitt

[5] Croft was not employed after the peace in 1815, though he had done very good service. He became a retired admiral. He married a niece of Sir Thomas Plumer, Master of the Rolls, in 1805, and had eleven children. He died at his seat, Stillington Hall, near York, in 1871, at a great age. His son is also an admiral.

took occasion to refer to the alleged unsatisfactory state of naval preparations. Captain Markham replied that the exertions of the Admiralty had been unceasing, that 351 ships were then in commission, of which 91 were ships of the line and 129 frigates, and that in the first year we were as strong as in the fourth year of the last war. Admiral Berkeley continued the debate, Captain Markham replied with some warmth, and Mr. Pitt ended by threatening to move for an inquiry.

On March 15th the real attack began. Mr. Pitt moved for a series of papers relating to the naval defence of the country. His contention was that the Admiralty had not increased the force most adapted to the peculiar circumstances of the country—namely, gun boats—"so as to meet the enemy in his own way," that the exertions made in the last war were greater than those made by Lord St. Vincent, and that a sufficient number of contracts for building ships in private yards had not been made. He called for a return of the ships in commission in 1793, in 1801, and in the end of 1803.

Mr. Tierney said that the papers would be refused because the motion implied a censure on the Admiralty. The French flotilla was not to be met by gun boats only, but by ships of the line and frigates. "To meet the enemy in his own way" was exactly the thing we did not intend to do. We should meet him in our way. As to the comparison between the number of commissioned ships there were 268 in 1794, and 351 in 1804, so that the present Admiralty had commissioned 83 more in a shorter period, with 87,000 seamen to man them, exclusive of marines. As for building ships in merchant-yards, there was ample evidence

that such ships were badly and dishonestly built, and cost monstrous sums in repairs. One of them, the *Ajax*, had cost 17,000*l.* in three years in repairs. The royal yards ought to be adequate to meet the demand. If they are not they must be made so, in spite of the Navy Board. Meanwhile a certain number of contracts would be necessary." Admiral Berkeley failed signally in an attempt to refute Mr. Tierney, while Admirals Sir C. Pole and Sir E. Pellew supported the government. Mr. Sheridan again came to the rescue, and Captain Markham closed the debate with an able speech, in which he clearly proved that both Mr. Pitt's facts and figures were wrong and that his inferences were misleading. Mr. Pitt's motion was defeated by a majority of seventy-one.

On April 23rd, 1804, Captain Markham was promoted to the rank of rear-admiral of the blue, and, among numerous congratulations, he received several applications for the honour of serving under him as flag-captain if he should hoist his flag. Among the applicants were Captain Austin Bissell and Captain Woolridge.

On the same day Mr. Fox rose to bring forward his motion relative to the defence of the country. Mr. Pitt followed with a long and very hostile speech, still dwelling on the need for more ships built in private yards, and persisting in his gunboat theory. Admiral Markham, in his reply, maintained that we should not attempt to counteract the efforts of the flotilla at Boulogne by a similar flotilla, but principally by large ships. Fox and the regular opposition had been joined by Pitt and his followers, including the Grenvilles, and the government majority was reduced to fifty-two. On April 25th, in another division, this majority fell off to thirty-seven.

Mr. Addington resolved to resign. On this occasion Warren Hastings wrote to him, urging him to stand his ground, assuring him that his administration was popular with the people, and that the unnatural combination against him was generally execrated. "The people know," he continued, "that ample and well-distributed provision has been made for their defence against foreign invasion, they are pleased with the economy of public expenditure, and they have displayed a spirit of zeal and unanimity which they certainly never showed during the late administration." But the determination to resign was taken.

Admiral Markham retired, with the Addington Administration, on May 15th, 1804, having been in office for three years and two months. At the Admiralty he had worked assiduously and had shown ability and readiness of resource. He had effected useful reforms, and had consequently made a host of enemies. In the House of Commons he had passed one important measure, and had stoutly fought the battle with the aid of well-arranged facts, the deductions of long professional experience, and not without rough eloquence on occasions.

His work did not cease with his retirement from office. The labours of Lord St. Vincent's Admiralty continued after it had ceased to exist. They lived in those Reports of the Commission which Henry Dundas, the Navy Board, and all the host of jobbers could not suppress, but had to wait for with guilty trepidation.

Mr. Fox and the regular opposition gained nothing by having helped Mr. Pitt to office; for he formed an administration consisting of his own friends alone. To this arrangement Lord Grenville objected. He said that, considering the dangers to which the country

was exposed, all the statesmanlike talent in both parties should be called upon to work for the service of the state. He remained in opposition with Lord Spencer, Wyndham, and other leaders in Pitt's former Cabinet. The retirement of Lord St. Vincent from the Admiralty was a serious loss to the country. He was succeeded by that prince of jobbers and place-hunters, Henry Dundas, who had been created Viscount Melville on December 24th, 1802. Admirals Gambier and Lord Garlies were the new naval lords, and Sir Evan Nepean, the former Secretary, became a civil lord. George Canning was made treasurer of the navy. In the Cabinet, while he excluded the opposition that helped him to power, Mr. Pitt included some of Mr. Addington's friends. That statesman himself joined it as Viscount Sidmouth, for a few months in 1805.[6]

Admiral Markham held political opinions similar to those of St. Vincent and Nelson. In going into opposition he became a supporter of the party of Lord Grenville and of Mr. Grey.

[6] Prime Minister . . . Mr. Pitt.
President of Council . . Duke of Portland.
„ Jan., 1805 . Lord Sidmouth.
Lord Chancellor . . . Lord Eldon.
Lord Privy Seal . . . Lord Camden.
Admiralty . . . . Lord Melville.
Secretary of State, Home . Lord Hawkesbury.
„ Foreign . Lord Harrowby.
„ Colonies . Lord Castlereagh.
Duchy of Lancaster . . Lord Mulgrave.
Secretary at War . . . W. Dundas.

CHAPTER XVII.

IN OPPOSITION.

After Admiral Markham had been in opposition for some months, he received the following letter from Mr. Tucker, Lord St. Vincent's old secretary. It was dated December 24th, 1804.

"I know not how to begin to tell you a history which is very true, although you cannot fail to hesitate giving credit to it. Sir Charles Pole was yesterday sent for to Richmond Park,[1] in order to be the vehicle of communicating to the chief[2] that Mr. Addington had consented to join Mr. Pitt, and the late Admiralty, I believe of all the late administration, are excluded. Sir Charles has gone down to the chief, and Sir Thomas[3] has gone with him. To bring about this extraordinary act, the irritation of the king's mind has been stated to be such that nothing but Mr. Addington's quieting it in this manner, by joining Mr. Pitt, would prevent the worst consequences that can be apprehended. In fact, without some accession Mr. Pitt could not have stood a month. Mr. Addington says that he stipulated, as a *sine quâ non*, that you, Sir Thomas, and myself should be provided for.

[1] Lord Sidmouth's, then Mr. Addington.
[2] Lord St. Vincent.
[3] Troubridge.

If they mean by provision the sticking you and Sir Thomas into the Channel or North Sea fleet, perhaps neither of you will feel much obliged; and as to the others, I believe there has been some pledge given, and they are bound to do something for each, by every obligation of promise, honour, and justice. I have been promised it these six months, and what pledge shall we now have more than I had then. But nothing has come of it.

"Sir Thomas is devoured with rage and chagrin. After this, I believe, we must not put trust in any man. I am told the Navy Board are chuckling, and mean to attack us for not having bought ships when we might have got them for 24*l.* per ton, and now they are going to give 34*l.*, which they say is all our fault. However, I think we can give them such a history of the dockyards as will stagger the kingdom. When Sir Thomas returns I shall know all particulars, and know what answer the chief has given, and no doubt you will hear it from him.

"Believe me, your obliged and most faithful,

"B. Tucker."

Mr. Tucker's news was quite correct. Mr. Addington took office in the next month, in Mr. Pitt's Cabinet, as President of the Council, and was created Viscount Sidmouth. Neither Lord St. Vincent nor Admiral Markham would have accepted anything from them on any consideration; and the old earl's reply to the announcement of Mr. Addington was, no doubt, emphatic and plain-spoken.

In order to justify their attacks on the late Admiralty, the new government began to spend money recklessly, ordering ships at ruinous prices from private contractors, buying useless small craft,

building martello towers, and digging a ditch in Romney Marsh. All money thrown away. In May, 1804, Lord Melville, perhaps by way of carrying the war into the enemy's country, or perhaps irritated at the very awkward inquiries of the Commission, ventured to attack Lord St. Vincent's administration of the navy. In his reply Lord St. Vincent referred to contracts and to the Navy Board. He maintained that ten ships of the line might be launched annually from the royal dockyards without impeding repairs; and that, when it is considered how wretchedly the contract-built ships are fastened with ragged bolts eleven inches long instead of twenty-two, it will be seen how necessary it is that the whole work of building and repairing should be performed in the royal yards. "As for the Comptroller of the Navy, he richly merits dismissal; and if justice is done it will extend to the whole Navy Board, with the exception of Mr. Osborne Markham, for, exclusive of him, there is not one member who does his duty to the public, or is competent to his office." "As to the noble Viscount's attack on me," he concluded, "I treat it with the contempt it deserves."

The Reports of the Commissioners began to appear before the Addington Ministry went out, and were continued during the two following years. There were twelve altogether, and a brief supplement.

The First Report was on the subject of peculation in dockyards in the colonies. It was found that in eight years the government had sustained a loss of 53,000*l.* at Port Royal by exchanges in the negotiation of bills. This was a combination of fraud and neglect by agents abroad and the Navy Board at home. The Government also lost 134,557*l.* because the store-

keeper had an interest in the purchase of stores abroad and would not send demands home.

The Second Report was on the chest at Chatham. This fund was originated in the days of Queen Elizabeth by Sir John Hawkins and Sir Francis Drake, for the relief of maimed and worn-out mariners. The subscriptions from seamen's wages were kept at Chatham in a chest with five keys. Here scandalous frauds were exposed. Wounded seamen, from whatever distance, were ordered to report themselves personally. Yet out of 5205 pensions, only 309 were paid to claimants in person. The rest went to landsharks who had cajoled the rightful owners out of powers of attorney. The order to pay the men at their places of abode put a stop to this, and the chest was transferred to Greenwich.

The Third Report was on the contract for blocks, capstan-bars, handspikes, and pump-brakes. Mr. Walter Taylor, of Southampton, represented that he had been contractor for blocks since 1762, and that all improvements, especially in sheaves and pins, had been made by him. He memorialized the Navy Board to prevent the contract from being taken from him. Lord St. Vincent, however, decided that the block machinery invented by Mr. Brunel should be established at Portsmouth. The Navy Board laughed at the notion of an oval thing being turned by machinery, and were very witty over such an idea; but, nevertheless, the machinery was set up and has been at work ever since. The Commissioners found that in the cooperage department at Deptford, for one piece of work 1020*l.* were charged, which had cost 37*l.*, and in another case 2650*l.* were charged for what really cost 227*l.* In fitting five ships with the wooden hoops then

used for masts, 720 were charged and 192 received. These are only a few examples out of a long list.

The Fourth Report was on prize agencies. It was found that seamen were habitually defrauded by delays and evasions. The want of a prize list from any one ship in a fleet delayed payment for six or seven years. In the case of the *Requin* taken by the Channel Fleet, the admirals received their shares, and the rest of the prize-money was kept by the agents for eight years. This is one out of numerous instances. The Commissioners suggested the establishment of a responsible prize agency office under proper control.

The Fifth Report was on what is called the Sixpenny Office. From 1694 all merchant seamen were obliged to contribute sixpence a month out of their wages to Greenwich Hospital. In 1747 this was raised to one shilling a month. The masters of ships were made responsible for payment. This tax was levied on pretence that the hospital was also for their benefit, yet no merchant seaman was ever admitted at any time. A permanent establishment for the collection of the duty was formed, which the inquiry showed to consist of three commissioners, one being receiver, the second accountant, the third comptroller of the receiver's accounts. The first commissioner was an invalid; the second lived at Tapeley, in Devonshire, and never came; and the third was a Don at Cambridge, and had never been near the office. They were in receipt of 300*l.* a year each. A clerk did the work. The Commissioners recommended the abolition of the sinecures, and the re-organization of the office; but it never occurred to them to relieve the poor sea-

men of this shamefully unjust tax, which, under the circumstances, was barefaced robbery.[4]

The Sixth Report was on the dockyards. Officers and shipwrights lived on board old line-of-battle ships hauled on shore in the shingle, and sunk as high as their bends in the gravel. They were divided into cabins for the inmates, and outside were covered with wash-houses, pigeon cotes, smoking shops, and every kind of erection. No species of crime and infamy was unpractised in these rabbit warrens, down to murder. They were ordered to be cleared out. The Admiralty fearlessly corrected these abuses, and it required great firmness and moral courage. A pamphlet printed at the time says,—"Whoever recollects the nest of harpies which, driven from their impure feasts and orgies in the dockyards, prowled our streets, stunning the ear with their curses and execrations against the virtue which had hunted them from their dark, and, as they hoped, impenetrable recesses, will be aware of the necessity which compelled the Admiralty to proceed with the utmost circumspection." It was found that bribes were habitually taken by inspectors of work. Wages to the amount of 580,000*l.* were disbursed on the mere certificate of a muster clerk. From

[4] The 1*s.* continued to be taken from the poor merchant seamen's wages from 1747 to 1834. From 1834 to 1851 this 1*s.* was paid to a "Merchant Seamen's Fund." It is calculated that 20,000*l.* a year was thus paid to the sinecurists and to Greenwich Hospital for 138 years, making over 2,000,000*l.*, for which the merchant seamen received nothing in return. About 30,000*l.* a year was contributed to the Merchant Seamen's Fund, making 500,000*l.* In 1851 this fund became bankrupt owing to the absurd rules laid down by Parliament. Since 1694 the country has positively robbed its merchant seamen of 2,500,000*l.*, for which it has given nothing whatever in return, except neglect. Surely some compensation should be made!

1798 to 1801 there was a loss of 68,000*l.*, from labourers being paid above the value of their labour.

The Sixth Report astounded Parliament and the whole country. The remaining culprits trembled in their shoes. Their representatives in Parliament again began to raise an outcry against the unfairness of *ex post facto* investigations. But Admiral Markham stood manfully to his guns. On March 1st, 1805, when a debate was raised on the Commissioners of Naval Inquiry, he highly applauded their labours. "One-third of the naval expenses of the country," he said, "might be saved by an honest and upright discharge of their duties by officials. The Sick and Wounded Office, which he had no hesitation in pronouncing the most corrupt of all, had still to be examined, and would now occupy the Commissioners."

The Sick and Wounded Office, and hospitals generally, was the subject of the Seventh Report, which was submitted to Parliament soon after the date of Admiral Markham's speech. In this department there was waste, corruption, and neglect. On board one ship for sick prisoners of war, the surgeon's chief assistant kept a table for the officers at a cost of 2000*l.* a year. The wretches in the ward-room consumed the very articles supplied for sick prisoners. The charge of prisoners of war, when wounded and sick, had fallen into the hands of a set of villains whose consciences were proof against pity.

The Eighth Report was on the cooperage department at Plymouth. Among other abuses, it was found that Government casks were stolen wholesale; sixty-four were detected in one brewery.

The Ninth Report was on the receipt and expenditure

of stores. Here there was rather less fraud and collusion than in the other departments.

The Tenth Report was on the office of the Treasurer of the Navy. This office had been held by Mr. Dundas from 1783 to 1801, a very lucrative post, with apartments in Somerset House, which he kept his hold on during the time that he was also Home Secretary in 1791-94; President of the Board of Control, 1783—1801;[5] and Secretary for Colonies and War, 1794—1801. His conduct would not bear investigation. He refused to give full information. He had appointed one Alexander Trotter as paymaster, and allowed him to keep the public money at his private banker's. Among other sums there were two missing, which made a total of 20,000*l.* Dundas was now Viscount Melville, and First Lord of the Admiralty. He could not, or would not, account for these sums, but confessed what was self-evident, that they had not been expended on the navy, the purpose for which they were entrusted to him. He screened himself behind the clause in the Act which allowed him to refuse to criminate himself. On June 11th, 1805, he was permitted to address the House of Commons in his defence. He did so for two hours, standing behind a chair which had been placed for him inside the bar. As for the missing 20,000*l.*, he said that, being at that time entrusted with the confidential management of the king's interests in Scotland, he had applied the money in a way which no consideration should induce him to reveal.[6] "His speech did not improve his cause. There was a tone

[5] Lord Sydney was at first nominally President, but Dundas had the real power as the working Commissioner.

[6] Dundas had for years the entire management of all the parliamentary or borough interest in Scotland.

of defiance and want of moral feeling about it which evidently hurt his own friends and gave spirit to his enemies."[7] An address to the king was passed by the casting vote of the Speaker. Lord Melville was dismissed from his office, and his name was erased from the list of privy councillors. His impeachment was carried by a majority of 166 against 143, but the subsequent trial was a mere form.[8] Mr. Pitt appointed Sir Charles Middleton as First Lord of the Admiralty, to succeed Lord Melville, in April, 1805. He was an admiral, but had not been to sea for forty or fifty years, and he had been Comptroller of the Navy from 1774 to 1791, so that he was a thorough supporter of all Navy Board ways and customs. But he had retired fourteen years before, owing to the weight of years, and had since lived in seclusion at Barham, in Kent. In his prime he had been an officer of merit, and a good routine official, but he was now past eighty. It was a strange selection. Its motives probably were that he was a cousin and friend of Lord

[7] "Lord Colchester's Diary."

[8] That 20,000*l.* were missing, and that Lord Melville had appropriated this sum to purposes other than the navy, for which service it was entrusted to him, was admitted; so that there is no doubt of his guilt to this extent. He was accused of using it for his own private benefit, but of this there was no proof, as he refused to criminate himself. The charges were so arranged as to include matters unproved with matters admitted, and thus a majority felt able to vote for acquittal.

If the first charge had been divided into two separate charges he must have been found guilty on both. Many peers, who did not think him guilty on the whole charge collectively, would have condemned him on one or the other, if it had been presented as two distinct charges. But Lord Chancellor Erskine saw this, and arranged the charges so as to give him the best chance of escape. There was no wish to press him hard. Lord Melville died in 1811.

Melville, an old Navy Board official, and sure to keep things quiet. Pitt created him a peer, as Lord Barham, thus getting over the difficulty of his having no seat in the House of Commons; but at the same time declared that the appointment was temporary. Lord Sidmouth strongly disapproved of the whole proceeding, and resigned. On June 16th Lord Barham had only once attended a cabinet council; and on one occasion, when he was wanted and sent for, the messenger brought back word that he was gone to drink tea in the city.[9] Such was the result of the Tenth Report. Treasurers of the navy were likely to be more careful, and to take a more serious view of their responsibilities in future.

The Eleventh Report fell foul of the Navy Board. It animadverted on the irregular mode of drawing bills. There was a sum of secret service money, amounting to 100,000*l.* expended between 1799 and 1801, but no account could be given of it.

The Twelfth Report was on the purchase of hemp and spars at Riga, supplied by contract. A Mr. Lindegreen received a commission of 3550*l.*, and all he did for it was to write a letter ordering hemp from a merchant, most of which was damaged, though all was passed.

A Supplementary Report disproved the assertions of the Navy Board, in a memorial to Government, accusing the Commissioners of giving garbled statements.

This was justly pronounced to have been "one of the most able, acute, and laborious investigations ever

[9] "Lord Colchester's Diary." Lord Barham died in 1813, aged eighty-seven. There was remainder to his only daughter Diana, who succeeded him. She married Mr. Gerard Noel, and died in 1823, when her son Charles Noel became Lord Barham.

undertaken. It shook corruption to its very foundation, and traced the sources of peculation to their most secret recesses." It reflected the highest credit on the Commissioners who had worked so hard and zealously, and also on that Board of Admiralty which had resolutely insisted on the investigation, had planned the method of conducting it, and had patriotically supported the commission regardless of clamour, abuse, and misrepresentation, and of the host of rancorous enemies their lordships formed for themselves.

On the 2nd of May, 1805, Mr. Sheridan moved a vote of thanks to the Commissioners of Naval Inquiry. Pitt rose to reply, but not to object. Fox followed, and the vote was agreed to.

The allusion to Mr. Osborne Markham, in Lord St. Vincent's speech in May, 1804, led to an attack upon him by his colleagues at the Navy Board. On October 29th, 1804, they wrote to the new Admiralty, complaining that Mr. Markham kept a memorandum-book, in which he allowed that he set down what occurred at the Board, and words made use of by the comptroller. Mr. Markham had used expressions conveying strong reflections on the conduct of the Board, and refused to sign papers. It appeared to his colleagues to be irregular and dangerous that an individual member should note down the sentiments and opinions expressed by others, and he was called upon to produce the book. Mr. Markham declined to comply with this requisition. The rest represented that they could not feel themselves safe in the discharge of their duties, while their observations were recorded. They asked for the decision of their lordships on the subject.

Mr. Markham replied in a memorandum dated the same day. He said that he differed in opinion with

the rest of the Board, not only on the expediency of particular measures of great importance, but also on the general principle which governed them, and he therefore had withheld his signature to several documents. This had been one ground of complaint. He explained that the memorandum-book merely contained the grounds and principles on which he had acted on various occasions, with observations to aid his memory in the discharge of his duty: the use and benefit of which had been experienced and acknowledged. The book never left the board-room, and was kept in a drawer locked up.

On January 1st, 1805, Lord Barham replied that he thought Mr. Markham should be removed from the Navy Board, and appointed to some equally good situation in His Majesty's service. On May 18th Mr. Pitt offered him a seat at the Transport Board. Osborne Markham replied that he was fully satisfied that his conduct at the Navy Board was correct. The only objection to him was that he dared freely to express an honest opinion on subjects on which he differed from the rest of the Board. He could not, therefore, submit to the exchange. The salary, he acknowledged, was not indifferent to him, yet it weighed nothing when honour and a sense of duty were in the opposite scale. He would not thus confirm a censure which he did not merit. The Navy Board thus got its paltry revenge.[1]

In the House of Commons, a Mr. Jeffrey, member for Poole, was employed to make a virulent and tiresome attack on Lord St. Vincent, which gave Admiral Markham much trouble during the remainder of the session of 1805. "*May 6th:* A Mr. Jeffrey spoke

[1] See also "Grenville Memoirs," vol. iii. p. 403.

against Lord St. Vincent. He is going to move for papers to-morrow, a list of which he is to let me have to-day. We had some skirmishing, and I was called to order four times, not for warmth or any improper expressions, but for referring to subjects which the motion before the House did not justify. In the opinions of Charles Grey,[2] Tierney,[3] and Pole Carew,[4] I was fairly in order, so I persisted and cared not one jot for the whole of them."[5] Next day Mr. Jeffrey moved for papers relating to Lord St. Vincent's administration, and the admiral did not oppose. He only required that the question should be fairly, fully, and impartially discussed. On June 25th he moved for further papers to make the return complete, which Jeffrey opposed, declaring that Lord St. Vincent was the worst enemy the country ever had. Admiral Markham replied warmly, showing the ground of the attack to be that more rotten useless ships had not been ordered in private yards, and that Jeffrey was a tool of the Navy Board and the contractors. The admiral's motion was agreed to on July 3rd, Jeffrey complaining that the sole design of calling for more papers was to gain time. The attack on Lord St.

[2] The future Prime Minister as Earl Grey.

[3] George Tierney, born in London, 1756; at Cambridge, and called to the bar. In 1796 M.P. for Southwark, a Whig, an able debater, and one of the most formidable opponents of Pitt. In 1798 he fought a duel with Pitt, but neither was hurt; 1802, Treasurer of the Navy; 1806, President of the Board of Control; 1827, Master of the Mint. He died in 1830.

[4] Reginald Pole Carew, born 1752, took the additional name of Carew, in compliance with the will of Sir Coventry Carew. He was descended from Sir John Pole of Shute. He was Under Secretary of State (Home Office) under Addington, and a Privy Councillor. Died 1835.

[5] Letter to the Hon. Mrs. Markham, May 6th, 1805.

Vincent and its signal discomfiture, were events of the next session.

On October 14th, 1805, the glorious battle of Trafalgar was fought. Later in the year the disastrous consequences of Pitt's premature combination against Napoleon became apparent. The battle of Austerlitz and Peace of Presburg immediately preceded the death of Mr. Pitt, which took place on the 23rd of January, 1806.

There was a new ministry, and Admiral Markham was again called upon to take office as a Lord of the Admiralty.

CHAPTER XVIII.

FIRST SEA LORD.

Mr. Pitt's second ministry had been formed on the principle of exclusion. It was to contain no one but the minister's own friends, and even Lord Sidmouth, who joined it in January, left it again in April, unable to approve of an octogenarian stop-gap as First Lord of the Admiralty. No member of the cabinet was of any weight or consideration in the country, and since the affair of Lord Melville, and the attempts of his colleagues to excuse his conduct, their character for integrity was weakened. After Mr. Pitt's death his immediate followers could not carry on the government, and Lord Hawkesbury, when sent for by the king, declined to make the attempt. He accepted the wardenship of the Cinque Ports instead.

On January 26th, 1806, the king was obliged to send for Lord Grenville, whose opinion was known to be that, at such a time, all the talent of the country should combine to serve it in the hour of danger. On this point his views were diametrically opposed to those of Mr. Pitt, and this was his reason for declining to join the government in 1804. He frankly told the king that if he undertook to form a government he must consult Mr. Fox. The answer was, "I thought so, and I meant it so."

On these principles the Government known as "All the Talents" was formed.[1] It included the Grenvilles; the Whigs who had followed Burke in supporting the war, such as Lord Spencer and Mr. Windham; the friends of Mr. Fox, and the friends of Lord Sidmouth. Mr. Charles Grey became First Lord of the Admiralty. He requested his old friend, Admiral Markham, to accept the office of First Sea Lord. This gave him a more important position at the Board than he held in Lord St. Vincent's time, while his parliamentary duties would not be so heavy, owing to the circumstance of the First Lord being in the House of Commons. Sir

[1] Ministry.

Prime Minister	Lord Grenville.
Lord Chancellor	Lord Erskine.
President of Council	Lord Fitzwilliam.
Lord Privy Seal	Lord Sidmouth.
Lord Chief Justice	Lord Ellenborough.
Chancellor of Exchequer	Lord Henry Petty.
Admiralty	Hon. C. Grey.
Secretary of State, Home	Earl Spencer.
„ Foreign	Mr. Fox.
„ Colonies	Mr. Windham.
Ordnance	Lord Moira.
Lord-Lieutenant	Duke of Bedford.
Secretary for Ireland	Mr. Elliot.
Board of Control	Mr. T. Grenville.
Board of Trade	Lord Auckland.
Secretary at War	Mr. Fitzpatrick.
Treasurer of Navy	Mr. Sheridan.
Postmaster-General	Lord Buckinghamshire.
Paymaster of Forces	Earl Temple.
Lords of Treasury	Lord Althorpe. Mr. Wickham. Mr. Courtenay.
Secretary of Treasury	Mr. Fremantle.
Attorney-General	Sir A. Pigot.
Solicitor-General	Sir S. Romilly.

Charles Pole, who had so zealously and usefully presided over the Commission of Naval Inquiry, was next offered a seat at the Board; but here a question of precedence arose. Sir Charles wrote to Admiral Markham:—

"You will of course know that Mr. Grey has made a proposal to me to take a seat at the Board of which you are to be one. I need not say how satisfactory that would be to me, if it were at all compatible with my position to take a place below Sir Harry Neale, he being a captain—your oracle [2] declares that to be the rule. I cannot detain the messenger, but to assure you how happy I should be to sit thus: Markham, Pole, Neale. I think Sir Philip did say, on Colpoys coming to the Board, the rule of always following the patent was not unalterable."

This difficulty was easily got over, and Mr. Grey's Board of Admiralty was finally constituted as follows:—

The Hon. Charles Grey.
Sir Philip Stephens, Bart.
Admiral Markham.
Admiral Sir Charles M. Pole.
Captain Sir Harry Neale, Bart., R.N.
Lord William Russell.
Lord Kensington.

Mr. Charles Grey, the new First Lord, was the son of that gallant General Grey with whom Admiral Markham had served at Martinique, and who had been raised to the peerage in 1802 as Baron Grey of Howick. Born in 1764, Charles Grey had entered Parliament as member for Northumberland in 1786, and at once attached himself to the party of Fox. He strove with Fox to prevent the war in 1793, and afterwards to

[2] Sir Philip Stephens.

bring it to a close, and he was an untiring advocate of parliamentary reform. He vigorously opposed the arbitrary measures of Pitt's Government, and his encroachments on public liberty; and he fought an uphill and disheartening fight, during many years, with noble perseverance. He was opposed to the union with Ireland, and advocated many administrative reforms. Mr. Grey now took office for the first time. On the 11th of the following April he became Lord Howick, owing to his father having been created Viscount Howick and Earl Grey. His brother George, Lord St. Vincent's old flag captain, was appointed Admiral Superintendent at Portsmouth Dockyard.

Sir Philip Stephens had been a sort of permanent civil lord in several administrations, and had previously been secretary for many years.

Sir Harry Neale had been better known in the service as Captain Burrard. He took the name of Neale, that of his wife, in 1794. The Burrards of Walhampton had been members for Lymington for generations. Sir Harry succeeded his uncle in the baronetcy in 1791. He was a talented and very gallant officer. His best known exploit was on the occasion of the mutiny at the Nore, when he cut the cable of his frigate, the *St. Fiorenzo*, and sailed out under the fire of the whole mutinous fleet. As admiral he commanded in the Mediterranean in 1825, and died in 1840.

Lord William Russell and Lord Kensington were junior civil lords merely for ornament.

The secretaries to the Admiralty were Mr. Marsden and Mr. Tucker.[3] The latter was removed from a commissionership of the Navy Board.

[3] Mr. John Barrow had been appointed second Secretary at the Admiralty by Lord Melville in 1804. He vacated the place for Mr.

Admiral Markham's acceptance of office necessitated a re-election. His colleague also vacated his seat, having become Lord Chancellor as Lord Erskine. The election took place at Portsmouth on February 19th, 1806, and the Admiral was returned with Mr. David Erskine, the Lord Chancellor's son, as his colleague. He also had the pleasure of welcoming his brother to the House of Commons. His friend Lord Wycombe had succeeded his father as Marquis of Lansdowne in the previous year; and Lord Henry Petty, now Chancellor of the Exchequer, had vacated his old seat to become member for the University of Cambridge. Through Lord Lansdowne's influence, on February 17th, 1806, Osborne Markham became member for Calne.

During the previous year, memorable as the victory at Trafalgar made it, there had been great want of ability and watchfulness at the Admiralty. French squadrons had given us the slip from Brest and Rochelle, and were all over the seas. The new Board had to renew the strict blockades, and then to cause the escaped squadrons to be run to earth. That magnificent old warrior, Earl St. Vincent, at the age of seventy-two, was ready, under a government of men he could trust, to do all the Brest work over again. He hoisted his flag on board H.M.S. *Hibernia* in March, 1806, being the union jack at the main. The privilege of flying it was specially granted, by the Board, to an ex-first lord. The North Sea was still under Lord Keith, and Collingwood was commander-in-chief in the Mediterranean.

Among the numerous warm congratulations on his

Tucker in 1806, but was again appointed to it by Lord Mulgrave in 1807, and continued to hold it until January, 1845, a period of thirty-eight years.

return to the Admiralty, the most hearty which Admiral Markham received were from St. Vincent, Keith, and Collingwood. The latter added a complaint of his own which is characteristic. It appears that, when his pension was voted, a member named Stanhope had complained that it was not more. Lord Collingwood wrote,—"I have to complain of Mr. Spencer Stanhope having higgled for more—as regards my pension. He has taken from me what I hold to be most honourable to me, namely, to receive his Majesty's and my country's liberality to me as they offered it." [4]

The first work of the new Admiralty was to protect the colonies and commerce from the insults and depredations to which they were left exposed at the opening of the year, without adequate means of defence, owing to squadrons of the enemy's ships having eluded the vigilance of the blockading fleets. A contemporary writer very justly says that "much praise was due to the Board for the sagacity and judgment with which it traced the course of these marauding expeditions, and for the vigilance and promptitude with which it provided against their designs and baffled their plans. So hotly was the enemy pursued, and so closely watched in every quarter, that he was compelled to renounce his projects and consult his safety by precipitate flight." [5]

In December, 1805, a fleet of fifteen sail of the line

[4] Lord Collingwood to Admiral Markham, 18th April, 1806. Mr. Walter Spencer Stanhope, of Horsforth and Cannon Hall in Yorkshire, was born in 1749. He seems to have been officious on this occasion, on the ground of one of his sons having taken the name of Collingwood for a fortune, but no relation of Lord Collingwood. Another son, the Rev. Charles Stanhope, married Admiral Markham's niece, Frederica Goodenough, daughter of his sister Cecilia. Mr. Spencer Stanhope died in 1821, aged seventy-two.

[5] "Annual Register."

had escaped from Brest, and separated into two squadrons respectively under Admirals Leisseigues and Villaumez. Two squadrons were despatched in pursuit from Spithead and Cawsand Bay, under Sir John Borlase Warren and Sir Richard Strachan, while Sir John Duckworth, with six sail of the line, left his station off Cadiz, and proceeded to the West Indies. On February 6th, Duckworth discovered the French squadron under Leisseigues in the bay of Occa, in San Domingo, consisting of five sail of the line, one of them, the *Imperiale*, a three-decker. The Frenchmen tried to escape, and were chased. The *Northumberland* engaged the three-decker *Imperiale*, and suffered very severely from her tremendous broadsides, and the running fight continued for two hours. Eventually three French line-of-battle ships were captured and two were driven on shore and burnt. The *Northumberland*, bearing the flag of Sir Alexander Cochrane, had a mast shot away, and twenty-one men were killed and seventy-nine wounded. Among the latter was the gallant Lieutenant George F. Seymour,[6] who received a frightful wound in the

[6] Afterwards Admiral Sir George F. Seymour, G.C.B., G.C.H. He was the eldest son of Admiral Lord Hugh Seymour, Admiral Markham's predecessor in the representation of Portsmouth, by Lady Anne Waldegrave. He was born in 1787, and, entering the navy in 1799, served in his father's flagship, the *Sans Pareil*. Admiral Markham promoted him to the rank of captain in July, 1806, and he commanded the *Pallas* in the action of Basque Roads. He was a Lord of the Admiralty, 1841-44; Commander-in-Chief in the Pacific, with his flag on board H.M.S. *Collingwood*, 1844-48; West Indies, 1850-54; Portsmouth, 1855-58. He died in 1870. Sir George married Georgina, daughter of Admiral the Hon. Sir George Berkeley in 1811. His eldest son (now Marquis of Hertford) married Lady Emily Murray, a niece of Admiral Markham, daughter of his sister Frederica (Countess of Mansfield).

mouth from a splinter. Meanwhile Sir John B. Warren chased the squadron of Villaumez, which dispersed to avoid capture, and the single ships got home as best they could. Warren then fell in with the *Merengo* (80) and Admiral Linois returning from his depredations in the East Indies, and brought him and his ship into Portsmouth. Altogether four French ships of the line were taken and seven destroyed, and thirteen frigates taken during the year 1806.

At three o'clock in the morning of the 7th of March, there was a thundering knock at Admiral Markham's door, and Mr. Marsden rushed in with the news of Duckworth's victory in the West Indies. It was joyfully received, and the thanks of both Houses were afterwards voted to the admiral and his officers.

In January, 1806, a land force under Sir David Baird and General Beresford, conveyed by a squadron commanded by Admiral Sir Home Popham, defeated the Dutch garrison and captured Cape Town. Sir Home Popham was a man of great versatility, ambitious, and fond of original conceptions. Without any orders from home, and with most inadequate information, he resolved to attempt the conquest of Buenos Ayres, and persuaded Sir David Baird to let him take General Beresford and the 71st Regiment, with a small detachment of artillery.[7] The expedition left the Cape in April, and Beresford occupied Buenos Ayres with little opposition in the end of June. Specie to the amount of $1,200,000 was captured,

[7] Sir Home Popham had had his attention turned to South America in 1804, when he made the acquaintance of General Miranda. Indeed Pitt had planned an expedition to co-operate with Miranda, and Sir Home was a good deal consulted; but it was abandoned.

and the imaginative Sir Home Popham sent home circulars to the merchants of England, setting forth the enormous wealth to be derived from trade with Buenos Ayres when under British rule.

When the news reached England, these unauthorized proceedings were strongly disapproved and Sir Home Popham was recalled. Sir Charles Stirling was sent out to supersede him, with reinforcements under General Sir Samuel Auchmuty. They arrived in October, 1806, and on Sir Home's return he was tried by court-martial at Portsmouth, and severely reprimanded.

But he had got the troops into a scrape, out of which it was not easy to extricate them. His audacious disregard of authority was equalled by the ignorance on which his calculations were based. An insurrection was organized in Buenos Ayres, Colonel Linier crossed the river, with 1000 Spanish regulars, and on August 4th the small English garrison was assailed by several thousand natives, while the state of the weather rendered embarkation impossible. After sustaining an unequal conflict for several hours, with great gallantry, General Beresford, with the 71st Regiment, was obliged to surrender.[8] He lost 48 officers and men killed, 107 wounded, and 1300 were made prisoners.

The Admiralty were very fully occupied in directing the movements of the various squadrons, counteracting the mischief done by Sir Home Popham, and carrying out the policy of the Government. With the latter

[8] A flag belonging to the 71st was taken to Chile by an officer of that country who served under Linier. It was handed down in his family, and his grandson determined to restore it. It was brought home by Captain A. H. Markham, R.N., on board H.M.S. *Triumph* in October, 1882, and given to the Duke of Cambridge.

object Louis and Duckworth were detached from Collingwood's fleet to the Dardanelles, and Sir Sidney Smith co-operated with the gallant force under Sir John Stuart, which landed in Calabria, and won the battle of Maida in July, 1806. Admiral Markham also kept up an almost daily correspondence with old Lord St. Vincent off Brest, and with Lord Keith at the Nore.

In addition to this work at the Admiralty, he had to defend his old chief against the attacks of Mr. Jeffrey, the tool of the Navy Board, in Parliament. This annoyance re-commenced on the 28th of January, 1806, when Jeffrey again complained that the sole design of calling for further papers was to gain time. He made a similar assertion in April. Lord Howick replied that he never heard a more unfounded accusation than that Admiral Markham was causing delay. The admiral's old friend, Sir William Milner of Nunappleton, and his brother Osborne also supported him. Jeffrey declared that nothing should deter him from bringing forward his charges. He received encouragement from the friends of Pitt, especially Castlereagh, Canning, and Percival, while some naval men, such as Lord Garlies, were lukewarm.

Lord St. Vincent, in the midst of his anxious work off Brest, heard what was going on from time to time, and was beginning to get very angry. "Let there be an end of this Jeffrey," he wrote. Then came some savage snarls at the pack that was egging Jeffrey on. "Castlereagh! What animals this offal of Pitt is composed of." Soon afterwards, "Thank you for the support you gave to my fair fame in the House of Commons. G—— is a sneaking cur. I had much rather he had taken the line that Canning and Percival

did, who seem to have been innoculated with the malignant venom of Pitt. I hope Lord Howick will sweep all those spiders from the Navy Board."

At last, on May 14th, 1806, Mr. Jeffrey rose to call attention to the papers, and make his charges against Lord St. Vincent for misconduct and neglect while at the Admiralty. He enumerated the number of ships built in the years preceding his lordship's administration, while Lord St. Vincent himself had only added fifteen sail of the line and thirty-two frigates to the navy from 1801 to 1804; he denounced the neglect of the use of private yards, and moved that his resolution be referred to a committee. Admiral Markham then rose, and, after declaring that the charges were the most unfounded ever offered to the House, proceeded to demolish them in detail. The object of the Admiralty was to rescue the fleet from a precarious and unsafe dependence upon contractors and private builders, and to construct and establish an efficient permanent navy in the royal yards, and upon the resources of the State. They had undertaken this in defiance of threats, clamour, and every species of misrepresentation and calumny. The issue was—Can the strength of the royal yards sustain and increase the navy without adventitious aid from private builders? The Navy Board denied their competency. Yet the Admiralty ascertained that a ship for which 58,000*l.* was paid, could be built in a royal yard for 35,800*l.* Mr. Jeffrey had included the increase of ships to the navy by capture in former years. By discarding these, the admiral showed that the annual average built by each administration was as nearly as possible the same, namely, three ships of the line. He showed that the results of Lord St. Vincent's labours were equal to

those of any of his predecessors, and he proved that no want of timber was felt, by the fact that, from 1802 to 1804, there were sixty-one ships repaired in the king's yards and eighteen frigates in merchants' yards. The reasons that private yards were not more used were the exorbitant charges and the bad work. For a single ship the cost of repairs had been 12,392*l.*, when the charge for building her would have been 7943*l.* Two line-of-battle ships were instanced, as having been built in merchants' yards, the *Ajax* and the *Achilles*. The former was commissioned in March, 1798. In June her repairs amounted to 2788*l.*; by 1802 her repairs had cost 28,977*l.* Her building had cost 20,502*l.* The *Achilles* was commissioned in 1798. By 1804 her repairs had cost 37,900*l.* The continuance of such work was simply a system of robbing the country. Osborne Markham then gave complete details respecting the unceasing and successful efforts of Lord St. Vincent's Admiralty to obtain sufficient supplies of timber.

Lord Howick continued the debate, showing that while at the commencement of the war there were thirty-six sail of the line fit for service, within a year there were no less than eighty-eight in commission. The result of these exertions was the battle of Trafalgar. Mr. Fox declared the charges to be frivolous and vexatious, and the Speaker reprimanded Mr. Jeffrey for reading his speech. The motion was rejected without a division.

Next day Mr. Fox moved, "That it appears to this House that the conduct of the Earl of St. Vincent, in his late naval administration, has added an additional lustre to his exalted character, and is entitled to the approbation of the House." The motion was

ably seconded by Mr. Yorke,[9] and carried without a division.

This was the crowning victory of Admiral Markham in the House of Commons. He had carried the bill through for the appointment of a Commission of Naval Inquiry, had seen the results in the exposure of an incredible amount of peculation and waste, and in the institution of sound reforms, had fought the battle of his old chief against calumny and spite for month after month, year after year, and now at last had given his enemies a crushing and final defeat.

He had no personal feeling against the old comptroller, and would gladly be friends with him. His war was against abuses, not against men. The following letter from a colleague was scarcely needed :—"If you have more sense, he may have more pride, and by due attention to human frailty, my dear admiral, you will gain the object so near to your heart—the public interest. We have already done much good. A little conciliation from you will cause a happy revolution in the wavering brain of the comptroller. I am sure he feels that he has not been wise."

Conciliation was not wanting ; and when the comptroller at last retired in the end of the year, Admiral Markham parted good friends with his old captain.[1] But institutions like the Navy Board die

[9] The Hon. Charles Yorke, afterwards First Lord of the Admiralty in Mr. Percival's Ministry, 1810-12. He died childless in 1834. He was a son of the brilliant Charles Yorke who died in 1770, on the very day he was made Lord Chancellor, and grandson of the first Earl of Hardwicke.

[1] Sir Andrew Snape Hamond was Comptroller of the Navy from 1794 to 1806. He died in 1838. His son, Sir Graham Hamond, Bart., G C B., was born in 1779, and died Admiral of the Fleet in 1862. His daughter Caroline was mother of the third Viscount

hard. It was not until the year 1832 that it was finally got rid of.[2]

The death of Mr. Fox, on the 13th of September, 1806, made several changes in the cabinet necessary. Lord Howick succeeded Mr. Fox as Secretary of State for Foreign Affairs,[3] and Mr. Thomas Grenville, who had been President of the Board of Control, became First Lord of the Admiralty.[4]

The Right Honourable Thomas Grenville, second son of Mr. George Grenville, the Prime Minister in 1763-65, was born on December 31st, 1755, and had now passed his fiftieth year. His elder brother was Marquis of Buckingham, and the younger was now Prime Minister, having been created Lord Grenville in 1790. Thomas Grenville had been Member for Buckinghamshire since 1779, and had been a consistent supporter of the party of Mr. Fox, even after the

Hood. His grandson, Sir Andrew S. Hamond, Bart., was a captain R.N., and married Mary, niece of the gallant old General Miller, at Tahiti.

[2] At last there was a clean sweep. June, 1832 (2 & 3 William IV., c. 40), saw the Navy Board, Victualling Board, and Sick and Hurt Board, all abolished. Soon afterwards (5 & 6 William IV., c. 35) the office of Treasurer of the Navy was abolished.

[3] In 1807 Lord Howick succeeded his father as Earl Grey, and, with Lord Grenville, led the opposition in the House of Lords for many years. At length, in 1830, he became Prime Minister, and his Government passed the Reform Bill in 1832. Lord Grey resigned in November, 1834, and died at Howick on July 17th, 1845, aged eighty-one.

[4] The changes were as follows:—

Lord Howick to be Foreign Secretary in place of Mr. Fox.
Mr. Thomas Grenville to succeed Lord Howick at the Admiralty.
Mr. Tierney to succeed Mr. T. Grenville at the Board of Control.
Lord Sidmouth to be President of the Council in place of Lord Fitzwilliam, who retired from ill-health.
Lord Holland to succeed Lord Sidmouth as Lord Privy Seal.

secession of many of the leading Whigs who followed Burke in 1793, and after his brother had taken office under Mr. Pitt. This was the first time he had been in office, and he felt the great responsibility of forming a new Board of Admiralty. A strong effort was made by the permanent officials, and especially by the Navy Board, to prejudice his mind against those who had taken up the work of reform, including Admiral Markham, who was not personally intimate with Mr. Grenville. The new First Lord was at first perplexed, and hesitated. On October 4th he wrote to his brother:—"I am still quite at a loss for a sheet-anchor, and wish Markham had not made so many enemies, for in zeal and quickness of resource he seems to me to have great merit."[5] But in the course of the next ten days he found that no better sheet-anchor could be found. On October 14th he wrote:—"I have at length made up my mind to keep Markham, and have told him so, and we are now established in perfect confidence. I have also apprised Sir Charles Pole of my intention to send him out as second in command of the Channel fleet, and to offer his seat at the Board to Fremantle." Sir Philip Stephens was succeeded by Mr. Frankland, and the new Board was finally constituted as follows:—

The Right Hon. Thomas Grenville.
Admiral Markham.
Captain Thomas F. Fremantle, R.N.
Captain Sir Harry Neale, R.N.
Lord William Russell.
Lord Kensington.
Mr. Frankland.

[5] "Grenville Memoirs," vol. iv. p. 83.

Captain Fremantle was a very gallant officer who was with Nelson at Copenhagen, commanding the *Ganges*, and had lately returned from commanding a ship at the battle of Trafalgar.[6] Mr. William Frankland, who succeeded Sir Philip Stephens,[7] was second son of Admiral Sir Thomas Frankland, of Thirkalby, in Yorkshire. His sister was the grandmother of Sir George Cornewall Lewis.

Soon after Mr. Grenville had decided to make Admiral Markham his sheet-anchor, he received a letter from Lord St. Vincent which strengthened his confidence: "You will find in Markham firmness and integrity to the backbone, happily combined with ability, diligence, and zeal."

The new Board worked very harmoniously. The most important duty abroad, during the autumn of 1806, was the despatch of sufficient supplies and reinforcements to the River Plate. Nothing could have been better and more expeditiously arranged, so far as the Admiralty was concerned, than the details relating to the support of the Buenos Ayres expedition; when the enterprise had been forced upon them by Sir Home Popham. There were all the means of securing success. The failure was with the general on the spot.

[6] Father of Lord Cottesloe.

[7] Philip Stevens, son of the Rev. Nathaniel Stephens, was born in 1728. He was a clerk in the Navy Office in the time of George II., senior clerk at the Admiralty from 1751 to 1759, second secretary 1759, sole secretary from 1763 until 1783. Since then he had been a Civil Lord of the Admiralty with Lord Spencer, Lord St. Vincent, Lord Melville, Lord Barham, and Lord Howick. He had been sixty-one years in the public service, and was the oracle for all rules and precedents. He was now eighty-three, and Mr. Grenville asked the king to grant him a pension. He received 1500*l.* a year. In 1795 he had been created a baronet. He died childless in 1809.

A plan was also matured which, while furthering the object of the war, and preventing the Spanish forces from being concentrated on Buenos Ayres, was calculated to advance the cause of freedom in South America. It was abandoned owing to the necessity for sending all available troops to the River Plate. The idea was the despatch of an expedition round Cape Horn and the invasion of Chile. Admiral Markham recommended, for the conduct of this daring enterprise, his old and tried friend Admiral Murray,[8] a most accomplished and capable officer of varied attainments. It seems that they had both become acquainted with a Chilian of education and good family[9] so long

[8] George Murray was the grandson of a marine officer, sprung from the Murrays, of Elibank, who married and settled at Chichester. His father, Mr. Gideon Murray, was for many years magistrate and alderman of Chichester, and died in 1772. George was born in 1769, and entered the navy in 1770, at the age of eleven, on board the *Niger* in the Mediterranean. He afterwards served under Commodore Sir Peter Parker in the *Bristol*, and fought side by side with John Markham at the siege of Charleston. After the peace in 1783 he went as a young post-captain to study in France. George Murray commanded the *Colossus* at the battle of St. Vincent, led the fleet into action in the *Edgar* at the battle of Copenhagen, and was Nelson's captain of the fleet during the chase after the French fleet before the battle of Trafalgar. He became a rear-admiral on April 23rd, 1804. He was made a K.C.B. in 1815, and died very suddenly at Chichester on February 28th, 1819. Admiral Murray was a frequent and voluminous correspondent on shipbuilding and other subjects relating to the navy.

[9] This was Don José Cortes y Madariaga, a scion of that family of Medellin which produced the conqueror of Mexico. Don José was a remarkable man, and his life was one of adventure. A Chilian by family and birth, he was one of the chief founders of Venezuelan independence. He was born in 1766, and was destined from his cradle for the priesthood. After taking orders he became a professor in the University of San Felipe, at Santiago, in which position he was entangled in a law-suit connected with his professor's chair. This

ago as 1801, and had received much useful and detailed information from him, on which they based their plans. Valparaiso and Santiago were to have been occupied, all official posts were to have been given to native Chilians, the English were merely to act as their friends and allies, and the *diez y ocho* [1] would have been ante-dated by several years. Admiral Murray sailed in October 1806, with a carefully equipped force of 4200 men under General Crauford, and he wrote home long letters to Admiral Markham at every opportunity. But after he had sailed, less favourable news arrived from the River Plate, and it was considered necessary that Murray's expedition should be diverted from its original object, to reinforce Sir Samuel Auchmuty. The despatch vessel *Fly* was sent out, and caught Admiral Murray at the Cape. He and General Crauford reached the River Plate in June, 1807, and found that Montevideo had been taken. Auchmuty now had a force of 9500 men, and all would have gone well if that able and dashing officer had

led to his being obliged to undertake a voyage to Spain in 1798. Already the South American youth had promulgated a programme to secure the liberties of their countrymen, and Cortes y Madariaga was an ardent patriot. After a residence at Madrid during 1799, he passed two years travelling in France and England in 1800 and 1801, and in April, 1802, he embarked at Cadiz for Chile. Instead of making Cape San Roque, his ship was wrecked on the coast of Venezuela, and he became a resident of Caraccas. Taking a leading part in the first struggles of Venezuela for independence, he was seized by the Spanish general, and sent a prisoner in chains to Ceuta in 1813. In February, 1814, with the secret aid of friends, he escaped in a boat and reached Gibraltar. To the eternal disgrace of the English authorities, he was given up to the Spaniards, a precedent which has since been followed. In 1816 he was at length liberated, and returned to Venezuela. He died at Rio de la Hacha in 1826.

[1] Day of Chilian independence.

been left in command. Unluckily, Mr. Windham,[2] the Secretary of State for War and the Colonies, chose to send out General Whitelock in February, 1807.[3] This was done against the opinion of Mr. Grenville. "I know not why," he wrote, "for I do not believe he is a bit better than Auchmuty." The disasters due to Whitelock's incapacity took place after the ministry had resigned. He did not arrive until May 9th, 1807.

It was a great pleasure to Admiral Markham, during his second term of office, to see his former labours bearing useful fruit, and the public service deriving benefit from them. The reports of the commission had already led to numerous important reforms in the civil departments. His arrangements respecting ship building at Bombay had resulted in the completion of the *Salsette* in 1805, the first teak-built vessel in the navy. He introduced improvements in the system of gunnery instruction, and prepared the germ for the corps of Marine Artillery. His plan was to have three artillery companies to each of the three divisions of Royal Marines. The honorary designation of

[2] The Right Honourable William Windham was a son of William Windham, Esq., of Felbrigg, in Norfolk, by the widow of Robert Lukin, Esq. His half-brother was Dr. Lukin, Dean of Wells. Born in 1750, Mr. Windham entered Parliament in 1782, and was an ardent Whig until the war broke out. He then joined Mr. Pitt, and was Secretary at War from 1795 to 1801. He violently opposed the peace of Amiens, but held aloof from Pitt in 1804, and joined "All the Talents" as Colonial Secretary, 1806-7. He died in 1810, leaving all his estates in the eastern counties to his wife for life, and then to his nephew, a son of the Dean of Wells, who took his name, and was Admiral W. Windham, of Felbrigg.

[3] Mr. Windham's name is connected with another disaster. He was mainly responsible for the ill-conceived and unfortunate expedition to Quiberon, under Sombreuil, in 1795. He had genius and learning, and was a great debater, but not a statesman.

"Royal" had been secured for that gallant corps by the former Board of Admiralty of which he was a member. In the hydrographical department he again found Mr. Dalrymple busily compiling and engraving charts; while he supplied Captain Hurd with all needful appliances and sent him to execute surveys with the channel fleet, in the *Ranger* cutter. Admiral Markham wished Hurd to be appointed hydrographer,[1] to bring out charts based on recent surveys, while Dalrymple continued his useful compiling labours. The first sea lord assisted Lord Howick in preparing a scheme for increasing the pay of officers and men. The number of petty officers was increased, and the pay of every class was raised. An act was also passed, in accordance with the recommendation of the Commission of Naval Inquiry, by which the pensioners of the chest at Chatham were enabled to receive their pay at their own homes, and the pensions were raised from 7*l.* to 18*l.* a year. Admiral Markham was also busily engaged with Mr. Grenville in elaborating a plan for presenting the navy estimates to Parliament in a more clear and intelligible form.

One very laborious branch of work was the patronage, and the just and efficient management of promotions and appointments, as well as rapid and yet fair

[1] This was done. Captain Hurd was appointed hydrographer in 1808, and died in 1823, and he was the founder of the naval surveying service. But it was no part of Admiral Markham's plan to ignore the long and faithful services of Mr. Dalrymple, and to cut short his useful work. The discredit of this piece of dis-service attaches to the name of Lord Mulgrave. That First Lord in 1808 suddenly called upon Mr. Dalrymple to resign, and when he declined to do so, summarily dismissed him. On May 31st he published "The Case of A. Dalrymple," bitterly complaining of his treatment, and he died of a broken heart in June, 1808.

decision upon shoals of applications incessantly arriving. This was a source of real pleasure in many instances, but also of great pain and much annoyance. Some appeals were very hard to refuse, others could be dealt with summarily; but all were methodically and carefully considered, and there was no delay. Letters came alike from royal dukes and from the widows of afterguard:—

"Dear Markham,—I trust you will, in consideration of our long acquaintance, forgive me for addressing myself to you in the hope of obtaining commissions in the marines, or some other employment, for two young men who are my protégés —— and —— and with sentiments of the most friendly regard and the highest esteem, I remain, dear Markham,

"Yours most faithfully and sincerely,

"Edward." [5]

Then young Croft wanted a favour to be granted him:—

"Brig *Alacrity*, Feb 20th, 1807.

"Having received all the preferment I have got from you, it has been my determination till now never to express a wish to you more; but hearing as I do from all quarters that you have the most influence, if not the sole management, at the Board, I cannot withstand the temptation of entreating you will send me to the Mediterranean or some other foreign station where I shall have a chance of promotion."

So to the Mediterranean he went.

The Government had dissolved Parliament, and there was a general election in the autumn. Admiral Markham again stood for Portsmouth, and was returned at the head of the poll, with Sir Thomas

[5] The Duke of Kent.

Miller, of Froyle, as his colleague, on November 3rd, 1806. Osborne Markham was again returned for Calne on the same day.

The year opened very propitiously for the ministry, which was certainly composed of the best administrators and most enlightened statesmen in the country. Parliament met on December 15th, and Lord Grenville explained the reasons of the failure of negotiations for peace with France in the summer. His principle, and that of Mr. Fox, had been that of actual possession—th re was to be no reciprocity of cession between the two powers. Especially he had firmly refused to entertain any proposal for giving up Sicily to France. To these terms the emperor would not accede. The country fully approved of this and other measures of the government, and all was going well when the king's foolish bigotry brought about a change in March, 1807. The Irish law of 1793 admitted Catholics to any rank in the army not above that of colonel, and the cabinet, struck by the grotesque injustice of the existing state of things, proposed to introduce a measure extending this privilege to England. The king was so obstinately opposed to it, and so hopelessly unreasonable, that the ministers dropped the bill in deference to his wishes. But his Majesty was not satisfied. He insisted upon a written obligation pledging the cabinet never again to bring forward this or any other measure for the benefit of the Catholics. This of course was out of the question. So the ministry was summarily dismissed owing to a mischievous royal whim. But they had passed the abolition of the slave-trade. George III. got rid of "All the Talents," and substituted ministers who were ready to promise anything in the way of repres-

sion and obstruction. They sat on the safety-valve until the boiler burst twenty-two years afterwards. Thus the Navy Board and other impositions got a new lease of life. A clean sweep was not made of them until 1832, when Lord Grey and those who survived of the "Talents" had at length returned to power.

Lord Grenville's Government went out on the 24th of March, 1807. The Board of Admiralty was completely and affectionately attached to Mr. Thomas Grenville, whose high-principled conduct and capacity for affairs had won the respect of all his colleagues, while his charming manner and kind heart had excited their warm friendship. He retired from office with the hearty good wishes of all in the Admiralty.[6] Admiral Markham, whose health had been failing and whose strength had been overtasked, was not sorry to gain his freedom. His brother Osborne received the appointment of Barrack Master General from Lord Grenville on March 23rd, 1807, a post which he held until its abolition in 1822. He retired from the representation of Calne,[7] on accepting the appointment. The new

[6] He continued in opposition for ten years, but finally retired from Parliament in 1818. Mr. T. Grenville was eminently handsome. When young he was painted by Hoppner, and there was a bust by Chantrey. He was painted in old age by Richmond. He devoted his latter years to literature, and to the collection of his unrivalled library in Hamilton Place. Sir Robert Phillimore, who knew him well, wrote: "His perception was quick, his understanding vigorous, his reason strong and manly, his memory marvellously faithful and swift, and stored with the richest treasures of literature. He possessed perfect good breeding: his was real courtesy. The unaffected kindness and frankness of his nature were enhanced by polished manners and noble demeanour. Dying on December 17th, 1846, aged ninety-one, he left his magnificent library of 20,239 volumes, all in admirable condition, worth 50,000*l.*, to the British Museum.

[7] Calne has returned some distinguished members. Mr. Macaulay

ministry dissolved Parliament, but Admiral Markham and Sir Thomas Miller were again returned for Portsmouth on May 7th, 1807.

When the ministers he trusted were dismissed, Lord St. Vincent at once resigned the command of the Channel fleet. He wrote to Mr. Grenville: "The support I have received from the Board under your auspices has enabled me to restore the fleet to the vigour in which I left it seven years ago.[8] No language can express my feelings upon the receipt of your more than kind letter. My heart is so full, I can only give it vent by assuring you that, to the last hour of my life, I shall endeavour to give proofs to you of my respect, esteem, and regard."

sat for Calne, 1830-32; the Earl of Kerry, 1832-57; Sir Fenwick Williams of Kars, 1857-65; Mr. Robert Lowe, 1865; and Lord Edmund Fitzmaurice since 1868.

[8] Tucker, vol. ii. pp. 341-2.

CHAPTER XIX.

HOME.

On leaving Livermead Cottage, once more united, Captain and Mrs. Markham found an immediate home at the Admiralty, in one of the houses on the right, looking into the court. Here they were surrounded by friends. The archbishop and his family were at South Audley Street in winter and spring, the Dynevors in Dover Street, and the captain's youngest brother, Osborne, constantly in London. They had to form an establishment, and to entertain, often giving large dinner parties. Hair-powder tax was paid for Captain Markham and two footmen, and taxes for a chariot, and two coach and two riding horses. There was no immediate hurry for deciding about the long-cherished scheme of a home in the country, and the parliamentary and official duties now made a place near London more desirable than the old, frequently-discussed plan of a house in Yorkshire. The captain's brother George became Dean of York in 1802.[1]

[1] George Markham got third into college at Westminster in 1776. He acted "Sannio" in the Adelphi in 1778, and "Demipho" in Phormio in 1779. He went to Christ Church, Oxford, in 1780, and proceeded M.A. in 1787. In 1788 he became Rector of Beeford, and of Stokesley, in Yorkshire, in 1791; Canon Residentiary of York and Archdeacon of Cleveland in 1797; Dean of York, April 6th, 1802.

Robert was Rector of Bolton Percy and Archdeacon ;[2] and the eldest brother, William, was now much confined to Becca by the gout.[3]

He married Elizabeth, daughter of Sir Richard Sutton, Bart., of Norwood, and had ten children, namely :—

1. Elizabeth, born 1790 ; married General Rufane Donkin ; died 1818.
2. Harriet, born 1791 ; died unmarried 1872.
3. Cecilia, born 1792 ; married Rev. G. Montgomery ; died 1879.
4. Maria, born 1794 ; married the Hon. and Rev. T. Harris ; died 1851.
5. Anne, born 1795 ; married Major Chadwick ; died 1870.
6. George, born 1796 ; in the navy ; lieutenant, wounded at the battle of Algiers ; died unmarried 1834.
7. Frederica, born 1798 ; married Captain Haviside ; died 1863.
8. Sophia, born 1799 ; died 1810.
9. Edward, born 1801 ; in H.E.I.C.S. ; died 1865.
10. Sarah, born 1802.

The dean died at Scone Palace, in Perthshire, on September 30th, 1822.

[2] Robert Markham also got third into college at Westminster in 1782, and was elected to Christ Church, Oxford, in 1786. His future brother-in-law, H. F. Mills, was in the same election. He became M.A., 1794; Rector of Barton-in-Fabis (Notts) from 1794 to 1796 ; Archdeacon of the West Riding and Chancellor of Richmond, 1794 ; Rector of Bolton Percy, 1796 ; Vicar of Bishopthorpe, 1797 ; Prebendary of Carlisle, 1801 ; Canon Residentiary of York, 1802. In 1797 he married Frances, daughter of Sir Gervase Clifton, Bart., of Clifton, and died at Bolton Percy on June 17th, 1837. His children were:—

1. Robert, captain 58th Regiment ; killed in a duel 1832.
2. Henry, Rector of Clifton and Canon of York ; died 1844.
3. Frances ; died unmarried 1836.
4. Georgina, Countess of Haddington ; died 1873.

[3] Mr. Markham, of Becca, the head of the family, had eight children :—

1. William Markham, born 1796.
2. John Markham, born 1797.
3. Emma Markham, born 1798 ; married W. Rookes Crompton Stansfield, Esq., M.P.
4. David Frederick Markham, born 1800.

On October 27th, 1801, the first child of Captain and Mrs. Markham was born at the Admiralty, and named John, after his father—*Patrini:* the First Lord of the Admiralty, the Archbishop of York, and Mrs. Dorrien Magens. Lord St. Vincent, as godfather, presented a large, silver salver, with an inscription and the Markham arms.[4]

They were still looking out for a home in the country, and in April, 1802, Lord St. Vincent wrote from Rochetts: "I heartily hope the place you have heard of in Sussex will suit you." Soon afterwards they decided in its favour, and the estate of Ades, in the parish of Chailey, six miles north of Lewes, was purchased from Mr. Bowchier.[5] On July 8th Captain Markham wrote to his wife in the country: "I have paid 9826*l.* 5*s.* 10*d.* to-day, and you are now the mistress of all Ades." There were several reasons which led them to fix upon this place. It is in a charming country, forty-three miles to London by East Grinstead, Godstone, and Croydon; and Hammerwood, where Mrs. Markham's sister lived, is only thirteen miles off, near Grinstead.

Ades is in the Weald of Sussex. The house, standing

5. Warren Markham, born 1801.
6. Charles Markham, born 1803.
7. Laura Markham, born 1804; married Colonel Mure, of Caldwell.
8. Lucy Markham, born 1805; married H. L. Wickham, Esq.

[4] Now at Morland.

[5] Ades originally belonged to the Goring family. George Goring, of Eades (as it was then spelt), died there in 1728, aged fifty-eight. It was sold to Richard Bowchier, who was born in 1691, was in India from 1720 to 1760, and on returning bought the Ades estate, and built the present house. He had been Governor of Bombay. He died at Ades on December 2nd, 1770, aged seventy-nine, and his son sold the estate to Captain Markham in 1802.

Cuenwood
South Audley Street
LONDON
Stratford le Bow
Rochetts
Romford
Ilford
Brentwood
South Weald
Woolwich
Greenwich
Deptford
Greenhithe
Croydon
Bessels Green (Miss Markham's)
Seven Oaks
Ightham
Godstone
East Grinstead
Hammerwood (Darrien Magens)
Tunbridge Wells
Horsham
Kidbrook (Abbots)
T h e W e a l d
Ashdown Forest
S U S S E X
Uckfield
Under Hill
Vicksfield
Chorley
Ades
Horsted (Laws)
Robertsbridge
Bineham
(Pooles) The Hooke
Offham (Parkansons)
Combe Place (Shuffners)
R. Adur
Lewes
Battle
Worthing
Shoreham
Brighton
R. Ouse
Hurstmonceaux
Pevensey Castle
St. Leonards
Cuckmere
Newhaven
Seaford
Eastbourne
Beachy Head
0 4 8 12 16 MILES

on high land, was originally built in three stories with five windows in each, and the door in the centre on the north side. The walls were pebble-dashed, and the offices were built out to the eastward in one storey. To the north a field slopes down to the little Chay rivulet, a tributary of the Ouse, and there are some fine old beech and chestnut trees; while the pond at the bottom is fringed with yews. From the Chay northwards the ground rises in a steep ascent called Cinder Hill, from the scoriæ of disused iron furnaces or "cinders" which have been found on the hill-side.[6] Beyond there are undulations, but with an ascent to the crest of Ashdown Forest, which forms the water-parting between the Ouse (flowing by Lewes to the sea at Newhaven), and the Medway. All this country to the north of Ades was covered with woods and plantations, and a few miles away was Sheffield Park with its famous oak-trees. Here was the great forest—the *Coit-Andred* of the Britons, the *Silva-Andreda* of the Romans, the *Andreds-wald* of the Saxons—which extended the whole length of Sussex, 120 miles by about thirty broad.

To the south of Ades the land rises slightly, and then slopes down to the large Wilding Wood and the foot of the South Downs. From the dining-room windows there is a view of the line of the South Downs with Mount Harry, where the great battle was fought between the King and Simon de Montfort in 1264, and the break in the hills, where Lewes rests on

[6] There are vestiges of iron-works on Cinder Hill, and much iron-stone has been excavated on the North Common in Chailey parish. There were very ancient workings in the forest, possibly Roman. Many localities preserve the memory of the iron workings in their names—Cinderford, Cinder Hill, Cindersgill.

the right bank of the Ouse. The army of the barons was encamped at Fletching, near Sheffield Park, and a few miles north-east of Ades, which was then surrounded by a dense forest. On May 14th the forces led by the Earl of Leicester marched from Fletching through a forest to the foot of the Downs, by Newick, a little to the east of Ades, and Hamsey, then up the valley called Coombe to the top of the Downs where the battle was fought. The battle-field is in full view from the garden at Ades.

On the west of the house an avenue of limes and horse-chestnuts leads up to the front door, and another nearly at right angles overshadows a little path from the house to the common of Chailey, the way to church. Beyond is Brooke House with its garden, and Chailey village built round a green. The high road from Lewes to London passes through it, and wayfarers were refreshed at the sign of the Swan. The silver swan was a cognizance of John of Gaunt, who possessed great feudal rights in this part of the Weald of Sussex.

Chailey church consisted of a nave and north aisle, a fine early English chancel, and a solid old square tower, with the shingle spire which is so picturesque and so common a feature in Sussex churches. In those days the interior was fitted up with pews and two heavy galleries,[7] and there was a peal of six bells,

[7] The church was completely restored in 1879. On the north chancel wall there are four marble tablets to the memory of—

1. George Goring, of Eades, died 1728.
2. Rev. J. Trebeck, Rector of Chailey, died 1851.
3. Rev. R. Porter, Rector of Chailey, died 1753; forty years rector.
4. Rev. Sir H. Poole, Rector of Chailey, died 1821, aged seventy-seven; fifty years rector.

On the south side there are memorial windows to—

five made by Samuel Knight, in 1735, and the largest presented in 1810.[8] The church is dedicated to St. Peter. In the churchyard there are two yew-trees of immense age, probably older than the church itself, and of enormous girth. A shady road leads westward to the parsonage, a quaint old house, with oak wainscoted rooms, and surrounded by a moat. Farther on, in a rather low situation, in a park with fine oak and beech trees, is the Hooke, an old mansion with three gables, and mullioned windows facing the drive. The dining-room was entirely panelled with oak, and the drawing-room was upstairs.

At the Hooke lived Sir Henry Poole, who had inherited the estate, and had also been rector of Chailey since 1771. He was then (in 1802) in his fifty-eighth year, and he had two young daughters, Henrietta and Charlotte.[9] Colonel Graham lived at Brooke House, in Chailey village. Towards Lewes was Mr. George

1. Henrietta Poole (Mrs. Hepburn) died 1862.
2. Charlotte Poole (Mrs. Blencowe) died 1867.
3. James and Mary Ingram died 1839 and 1870.

[8] Presented by Sir Henry Poole (the rector), Admiral Markham, Colonel Graham, James Ingram, and James Powell; cast by J. Mears.

[9] Sir Henry Poole was fifty years Rector of Chailey, and died in 1821, aged seventy-seven. His eldest daughter, Henrietta, married General Hepburn, C.B., who died in 1835, aged fifty-five. They had General Hepburn of the Hooke, the Rev. Francis Hepburn, Rector of Chailey since 1851, and a daughter. Mrs. Hepburn died in 1862. The other daughter, Charlotte, married Robert W. Blencowe, Esq., in 1815. They lived at Tunbridge Wells until 1840, when they came to live at the Hooke with Mrs. Hepburn. Mrs. Blencowe died in 1867. Mr. Blencowe died at the Hooke in 1874, aged eighty-three. He left a son named John George, and had built a house for him, called "Bineham," on a hill overlooking Chailey church, where he now lives.

Shiffner, at Coombe Place, with his heiress-wife, Mary Bridger, and a large young family;[1] and Mr. Partington, at Offham, an old schoolfellow of Captain Markham at Westminster, and then Chairman of the Lewes Quarter Sessions.[2] To the east was Newick Park; and away to the north were Sheffield, where Gibbon enjoyed the hospitality of Lord Sheffield; Kidbrook, the seat of Captain Markham's old schoolfellow, the Speaker; and Hammerwood, the home of Mrs. Markham's sister, Mrs. Dorrien Magens. The largest landed proprietor in the parish of Chailey was Mr. James Ingram, who, in 1802, had a small house near the parsonage.

Captain Markham's purchase included six farms, namely the home farm at Ades, Furze Grove, and Tomkins Barn, and Cinder Farm on the slope to the north, with Spring and Oven Woods. There were also two out-lying farms on the hills to the north-west, called the Frick and the Burchetts, with a large cover still known as the Admirals Ruff; and away to the west was the North Common of Chailey,

[1] Captain Shiffner, of the artillery, quartered at Lewes, ran away to Gretna Green with Miss Mary Bridger, daughter of Sir John Bridger, of Coombe, in 1787. They eventually inherited Coombe, and he was created a baronet in 1818. Sir George Shiffner was born in 1762, and died in 1842. Lady Shiffner died in 1844. Their eldest son, John Bridger Shiffner, was a captain in the Guards, killed in a sortie at Bayonne in 1814. The next son was Admiral Sir Henry Shiffner, born in 1789, and died childless in 1859. The third was the Rev. Sir George Shiffner, who died in 1791; and his son, the Rev. Sir George Shiffner, is Rector of Hamsey. The fourth was Thomas Shiffner, who married Miss Brown, of Copgrove, in Yorkshire.

[2] Mr. Partington bought Offham and the manor of Hamsey in 1786. His son was Captain Markham's schoolfellow. He died in Lewes in 1841, aged eighty-two.

on high ground with splendid views over the undulating, well-wooded country; to the south the green outline of the South Downs; to the north-east the forest of Ashdown. Oaks are the trees of the country, growing to great size in the clayey soil, and springing up wherever the ground is uncultivated. The neighbourhood of Ades, so plentifully supplied with woods and fine timber, is also famous for its wild flowers. Every rare orchis is found on the South Downs; and on the North Common are blue gentians, asphodels, sundew, bog-beans, and cotton-grass. The meadows are a mass of daffodils, cowslips, and primroses in the spring, and many uncommon plants are found in the hedge-rows amongst more familiar flowers, in the summer.

The house at Ades consisted of a passage from the front door leading to a door opening on the dining-room, which had three windows commanding a view of the South Downs. On the right of the passage was the drawing-room, where double-doors gave a second access to the dining-room. On the left were a small room in the front, the staircase, and a second sitting-room by the side of the dining-room, with two windows facing south.

The Markhams added an outer hall and a new drawing-room. They planted shrubberies of rhododendra and trees on the south side, began a small garden surrounded by shrubs in front of the new drawing-room windows on the west, and made other improvements. But all this was the work of future years. There was an excellent kitchen garden with much wall fruit, and Ades was famous for its pears and strawberries.

Thus Ades seemed to offer every attraction a

country life can supply, and they looked upon it as the very spot they had both pined for so long. But a good deal of building and alteration were needful before they could be comfortably settled. Meanwhile they were detained in London by official duties.

On February 3rd, 1803, their second child was born at the Admiralty, a son named William Rice —*Patrini:* Lord Dynevor, Mr. Markham of Becca, and Mrs. Markham.

At this time the discovery of Dr. Jenner was becoming famous, and he had received his great reward from parliament in the previous year. The two little boys, Jack and Rice, were vaccinated by Dr. Jenner himself on December 29th, 1803.

Admiral Markham found a shrewd and most intelligent companion in his wife, who grasped the bearings of the various political and administrative questions in which he was interested, understood their details, and took a great interest in their discussion, but always, except when her feelings were enlisted in the defence of the oppressed, with diffidence and from the point of view of an inquirer. She was gifted with tact and the power of ready sympathy, and was very popular. After the retirement of the Addington ministry, they had time to pay visits to Dynevor, to the Mark Kerrs, and to Yorkshire; and they were busy with their building at Ades.

In the spring of 1805 Mrs. Markham was at Ades with the two little boys, while the admiral was detained in London by parliamentary duties, and wrote daily letters to her, "wanting nothing but to be free of politics and to live at home with my dearest Maria and boys. I have more than my share of fighting just now, as we have these attacks nearly every night, and

it worries me." He generally dined with Lord Dynevor or the Laws, when not dining out; and on May 18th, 1805, he was at the yearly meeting of old Westminsters at Lord Mansfield's house in Portland Place. "I was always invited to it by his father. When he died, Sir John Skynner gave the dinner and I was left out. But I am thus again introduced to the honours by the son who used, in former times, to come down to dessert.[3] I am going now to Lord St. Vincent, then to the House, and have a strong hope to come to you on Sunday."

The friendship between Lord Wycombe and Admiral Markham had never cooled, and in 1805 they saw much of each other. Lord Wycombe consulted his friend on his own affairs, embracing several delicate points. His father, the first Marquis of Lansdowne, died in May, 1805, leaving Lord Wycombe to succeed him, and his other son, Lord Henry Petty, then not quite twenty-five, to maintain the political credit of the family for statesmanship and administrative talent. The first marquis, as Lord Shelborne, had been prime minister, and received the highest praise that was ever bestowed on any one in that position. Jeremy Bentham said of him, "He was a minister who did not fear the people." The new marquis had to return his father's ribband and George to the king. "In a conversation of twenty minutes I never saw the remotest trace of indisposition." His father died on May 7th, 1805, and a fortnight afterwards, on the 21st, he wrote from Basingstoke:—"You were perfectly right. I have been better

[3] In after years the tradition was kept up by Lord Normanton, who used to give dinners to old Westminsters of his standing, and when he died these were taken up by Sir Richard Glynn. (See p. 100.)

pleased with myself from the moment in which I took the step which I thought became a honest man. The ceremony operated like a charm. My wife,[4] who has for the last two or three years endured more than it is easy to describe, will use her best endeavours to make my house agreeable to you as often as you will favour me by visiting it." His affection, and the desire to give practical effect to it, never slackened. He returned the admiral's brother Osborne for Calne in 1806, and he gave his friend a fine portrait of himself by Gainsborough.[5] The marquis died, aged forty-four, on November 15th, 1809, and, having no children, he was succeeded in all his honours and estates by his half-brother, Lord Henry Petty, as third Marquis of Lansdowne.

A third child was born at Ades, on August 16th, 1805, a boy who was named Frederick—*Patrini:* the Earl of Mansfield, Mr. Dorrien Magens, the Honourable Mrs. Rice.[6]

In February, 1806, Mrs. Markham was again at the Admiralty, but in a different house. "I like it better than the one we lived in before, because it looks into the garden." She stayed at South Audley Street until it was ready, and took possession on March 6th. Next day she went to court: "The greatest crowd I ever remember. Maria Law was presented."[7] Mrs.

[4] He married Mrs. Giffard, widow of Duke Giffard, of Castle Jordon, county Meath.

[5] Now at Morland.

[6] Wife of Mrs. Markham's brother Edward and daughter of General Lascelles, brother of the first Earl of Harewood. She died in 1832.

[7] Her husband's niece. On August 13th, 1810, she was married to the Right Honourable Sir George Clerk, Bart., of Penicuik. He was a Lord of the Admiralty in Lord Liverpool's Ministry, also in 1828-30. Secretary of the Treasury 1834-35, and 1841-45. He died December

Markham read all the reports of the commission and took a great interest in the impeachment of Lord Melville. The trial was a solemn farce, as his lordship's misconduct and unfitness for public employment had been established by his own admissions. But a trial in Westminster Hall, with the attendant pageant, was a very interesting sight. "May 10th. Went to Lady Ellenborough's box to the trial. Heard the most excellent and persuasive speech from Sir Samuel Romilly, who summed up the charges against Lord Melville. May 13th. Went to the trial with the Curzons, and heard Mr. Plumer's defence. On the 16th, to the trial to hear Mr. Pigot open the reply. June 12th. The lords acquitted Lord Melville. I went to the trial. The admiral went to Lord Lansdowne's masquerade. Lord Dynevor and Lord Mansfield voted against the acquittal."

When her husband was at the House she often had her sisters-in-law, Anne and Cecy, or Josephine,[8] to come and dine with her, sometimes taking them to the opera. On May 25th she was invited to dine at South Audley Street for a special reason, to meet Lady Bath[9] and her daughter, Lady Mary Thynne. The reason

23rd, 1867. Lady Clerk died at 118, Eaton Square, on September 7th, 1866, leaving six sons and two daughters.

[8] See page 162.

[9] This was Lady Elizabeth Cavendish Bentinck, daughter of the second Duke of Portland, by the great heiress, Lady Margaret Cavendish Harley. She was a sister of Lord Edward Bentinck, and aunt of Harriet, who married Sir William Milner of Nunappleton, son of the admiral's old friend. Lady Elizabeth married the first Marquis of Bath, in 1759, and had, besides Lady Mary, the second marquis, George and John, successive Lords Carteret, Lady Aylesford, Lady Chesterfield, Lady Ashburnham, and two daughters who never married, Lady Isabella and Lady Caroline Thynne. Lady Bath died in 1825, aged ninety-one.

appeared in a few days. On June 10th she went to St. George's, Hanover Square, where Osborne Markham was married to Lady Mary Thynne. "All the families on both sides were present, and as soon as the ceremony was over they drove off to Bulstrode."[1] A week afterwards they all went to Caenwood, to meet Osborne and Lady Mary, dining and sleeping there. The two sisters-in-law became great friends during the few more years they had to live.

In July the Admiral and his wife returned to their home at Ades, of which they were becoming very fond, and on August 1st Mrs. Markham went with her three little boys and the Dynevors to Eastbourne. There was no comfortable place for her to sit in at church, which prevented her going, so she sat on the sands with the children, and superintended their bathing. With the Dynevors she drove to Beachy Head, Pevensey Castle, Hurstmonceaux Castle, and to see the decoy for wild fowl in Mr. Thomas's grounds.[2] It was a pleasant sunny time.

Her fourth child was born very suddenly at Eastbourne, a girl named Maria Frances,[3] on September 13th, 1806—*Patrini:* Lady Dynevor, Mrs. Goddard,[4] Mr. Ewan Law. Next day the news came of Mr. Fox's death, and soon afterwards that Lord

[1] Bulstrode, in Buckinghamshire, was the seat of Lady Mary Markham's uncle, the Duke of Portland, who succeeded Lord Grenville as prime minister, and died in 1809.

[2] Inigo Freeman, son of Arthur Freeman, by Margaret, daughter of Sir George Thomas, Bart., of Yapton, in Sussex, was born in 1767. He succeeded his maternal uncle at Yapton in 1777, and took the name of Thomas in 1786. Yapton is about three miles from Arundel; but the decoy is at Ratton, Mr. Thomas's other place, near Eastbourne.

[3] Frances was Lady Dynevor's name.

[4] Widow of the admiral's uncle, John Goddard. She was a Miss Hope.

Howick would succeed him and Mr. Grenville would come to the Admiralty.

On October 21st Mrs. Markham went up to the Admiralty House from Ades, and found that, as Mr. Grenville was a bachelor, she would have the garden almost entirely to herself. The archbishop's family came to town on December 6th, and she again had Anne and Josephine to dine with her whenever she was alone, and took them to hear Catalani. The archbishop had a great family-gathering in South Audley Street on Christmas Day, 1806. It was the last; the day warm and quite unlike winter. All the sons and daughters were there, and many grandchildren, including little Jack and Rice. They sat down twenty-four to dinner. The vacant place was unforgotten—the memory of brave young David was still dearly loved and cherished.

Next day the admiral and his wife took their little boys to see Exeter Change and a panorama. On April 24th they went to thank the archbishop for his generous present of 1000*l.* for the building at Ades. They had finally left the Admiralty, and on May-day, 1807, they went home; she happy to return with her man released from official trammels. "He has been looking sadly and is overworked," she wrote; but the country occupations at Ades would soon restore him to full health, and remove her anxieties.

CHAPTER XX.

SEPARATIONS.

One Sunday afternoon in November, at half-past one, the admiral and his wife were sitting in the drawing-room after church. A servant galloped past the window. Then a letter was brought in—the archbishop was so ill that they did not expect him to live many hours. Within an hour they set off for London and arrived there at half-past eight. "The archbishop was still alive and did not seem to suffer. About an hour before he had kissed each of his children that were present. But afterwards, except that he once put out his hand to the admiral, he seemed to take no notice of anything. We slept at Portugal Street with the Osborne Markhams. On November 2nd we were all day in South Audley Street, the archbishop continuing in the same state. On the 3rd, at ten o'clock, the admiral was sent for. They thought the archbishop was gone, but he breathed again, and seemed quite easy when I got there. At eleven o'clock he breathed his last without a groan. Mrs. Markham, Anne, Cecilia, the admiral, Robert, and Osborne were at the bed-side, and could hardly tell the moment. Lady Mary, myself, Bessy,[1] and Josephine[1] were in the

[1] Bessy was Elizabeth, eldest daughter of the Dean of York, the archbishop's third son. She was born on August 28th, 1790.

little dressing-room when Cecilia came in to tell

Josephine was the French young lady adopted by the archbishop's family (see p. 162). Both girls were then seventeen, and devotedly attached to each other. After the archbishop's death they were not parted, but lived with his widow. On August 30th, 1815, Bessy was married to a crusty old general named Rufane Donkin,* and was to go out to India with him. But she could not bear to be separated from her friend, so it was arranged that Josephine should accompany her. General Donkin was of a very jealous disposition, and could not endure his wife liking anything or anybody but himself. On board the ship he began to treat her young friend with discourtesy, and at last with such brutality that it excited the indignation of both captain and passengers. Among the latter there was a young officer, named Chadwick, whose pity for the forlorn girl grew into love. He entreated her to marry him that he might have the right to protect her. At last she consented, and the marriage ceremony was performed during the voyage by Captain Haviside, the captain of the ship.

They landed. The Donkins went up country. Poor Bessy gave birth to a boy at Agra on December 24th, 1817, and died at Meerut in August, 1818. The Chadwicks went to Hyderabad, where Josephine gave birth to a boy, and died on August 14th, 1817. The two little boys went home in the same ship to the Dean of York, at Stokesley, in Yorkshire. James Markham Chapuis Chadwick was sent to a school at Chelsea, where he got heated in running and then bathed. He was seized with illness, and died on Lady Mansfield's lap on July 14th, 1824, aged seven years.

In course of time Major Chadwick came home, and on June 17th, 1825, he married Anne Markham, daughter of the Dean of York, the sister of Bessy and friend of Josephine. His second daughter was named Josephine. Next good Thomas Haviside, the captain of the ship, who had married Josephine Chapuis to James Chadwick, came home, and on March 14th, 1838, married Frederica Markham, another daughter of the Dean of York.

Major Chadwick died in 1859; his second wife in 1870, aged seventy-five. Captain Haviside died in 1862; his wife in 1863.

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* Then about fifty-five. He had served at Martinique under General Grey, in 1794; commanded a brigade at Talavera, and was quarter-master-general in the Mediterranean. He was now going out with the same appointment in India. In 1811 he became major-general; general, 1838, K.C.B. He was governor of the Cape for

us. How happy a conclusion of a most virtuous life!"[2]

"On November 4th Mrs. Law and Mrs. Barnett came up from Putney. Lady Mary and I remained in Portugal Street, thinking it better to leave them all quiet. On the 5th we spent the evening in South Audley Street, and found them better than we could have hoped for. On the 6th Mr. and Mrs. William Markham arrived from Becca, and dined with us in Portugal Street. Next day the Dean of York arrived. The executors are coming to town. They are the Dean of Christ Church,[3] Mr. Batt,[4] and Mr. Burton."[5]

[2] He was in his eighty-ninth year. There are two portraits of the archbishop by Sir Joshua Reynolds: one in Christ Church Hall at Oxford, painted in 1760; the other in the dining-room at Bishopthorpe, painted in 1777. The portrait by Hoppner, at Windsor Castle, was painted in 1799. A full-sized copy of it, painted by his grandchild, Lady Elizabeth Murray, was at Becca. George IV. gave engravings to each of the archbishop's sons, and to Christ Church College, and then ordered the plate to be broken. There is a portrait by Romney, and a good engraving from it. There are also engravings from the Sir Joshuas, and a copy at Bessels Green. There is a portrait in robes, the head by Romney, at Bessels Green. At Morland there is a miniature by Grimaldi, painted in 1796. There are two marble busts; one was at Becca, the other is in the library at Christ Church College. A cast of it is at Morland.

An altar-tomb was put up to his memory in York Minster by his descendants, and a brass tablet over his grave in the north cloister of Westminster Abbey.

[3] Dr. Cyril Jackson, Dean of Christ Church from 1783 to 1809. He retired in the latter year to Felpham, near Bognor, and died in 1819.

[4] John Thomas Batt, Esq., a Commissioner of Public Accounts.

[5] Francis Burton, Esq., one of H.M. Justices of Chester.

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two years; M.P. for Berwick, 1832-37; then for Sandwich. In 1832 he married, secondly, Lady Anna Maria Elliot; 1835, Surveyor of the Ordnance; and died at Southampton, May 1st, 1841.

"On the 8th Mrs. Markham sent for us to attend prayers read by the Dean of York, a most affecting sight. Mrs. Markham, her ten children, and six of her grandchildren all assembled in the drawing-room to hear the morning service read. The best of husbands and fathers in his coffin in the bedroom opposite. On the 9th Lady Mary and I were most comfortable together all day. We dined alone with the admiral and Osborne. Whilst we were at dinner, our two boys, Jack and Rice, arrived from Ades, having been sent for to attend the funeral. I took them to sleep at my brother's in Dover Street, and then went to South Audley Street."

"On November 11th, at eight o'clock in the morning, the sons assembled in South Audley Street to pay the last duty to their father, and attended his remains to the north cloister of Westminster Abbey, where he was to be buried near his father, his two brothers, and Georgina.[6] They went in six mourning coaches, and were followed by the archbishop's coach and six empty carriages of different people." They stopped in Dean's Yard at the cloister entrance, and walked round to the grave on the north side, under the wall of the old abbey-church.

The mourners included five sons, Mr. Markham of Becca, the Admiral, the Dean of York, the Archdeacon, and Mr. Osborne Markham; two sons-in-law, Mr. Ewan Law, and Mr. Barnett; the three executors,[7]

[6] His young daughter, born October 23rd, 1772, and baptized at St. George's, Bloomsbury, on November 26th. Died on May 28th, 1793, aged twenty-one, and buried on June 1st.

[7] The archbishop's Will was dated 17th December, 1806. The house in South Audley Street was left to his wife for her life, then to his son William. Five hundred pounds and the carriages to his wife.

Dr. Cyril Jackson, Dean of Christ Church, Mr. Batt, and Mr. Burton; Dr. Carey, head master of Westminster, Mr. T. Smith, the Rev. R. P. Goodenough, soon to be a son-in-law, and eleven grandchildren. Of these William Law was a student of Christ Church, and four were Westminster boys. Edward Law was then captain of the school; young William Markham, of Becca, George, the Dean's son, and G. Ewan Law, were little boys. John and Rice, the admiral's sons, Ewan Law, and the archdeacon's son Robert, were children. John Barnett and William Mills completed the grandsons present.

The service was performed by Dr. Vincent, the Dean of Westminster.

On the 13th Lord and Lady Mansfield arrived from Scotland.

The admiral and his wife, after the funeral, went for a visit to Lord and Lady Dynevor at Barrington, and then returned to Ades. Many interests were growing up round their country home. The admiral was beginning to devote his thoughts to planting trees and to agriculture, and they took many pleasant walks together. They were often over at Hammerwood with her sister, and at Horsted with the Laws, and were forming intimacies with the neighbours. Every week, or oftener, there was a walk to the Hooke to see the Pooles, as well as much agreeable intercourse with the Partingtons, Shiffners, and Ingrams. Mrs. Mark-

The Irish tontine to his daughters. Two shares of 100*l.* each in the Barnsley Canal, one to his daughter Cecilia, the other to Josephine Chapuis, then a minor. East India and Bank Stock in trust, interest to be paid to his wife for her life, then to his son William absolutely.

The portraits of the archbishops at Bishopthorpe are left to his successors as heirlooms. The rest of the property to be divided equally among his sons, except Robert's share to be in trust.

ham very regularly took notes of Sir Henry Poole's excellent sermons, and passed much of her time in teaching or walking and playing with her little boys.

She and her husband read together very systematically. In 1808, among other books, were Scott's "Lay of the Last Minstrel," "Romance of the Pyrenees," "Life of Madame de Maintenon," Lord Teignmouth's "Life of Sir William Jones," "Letters and Life of Mrs. Carter"—the translator of Epictetus,—"Romance of the Forest," and "Corinne," by Madame de Stael. She noted down her thoughts and remarks touching all she read.

In the winter of 1807-8 a dreadful enemy made its appearance. The Admiral's eldest brother and the dean had long suffered from gout. As long ago as November 3rd, 1803, Lord St. Vincent had written his regrets from Rochetts that the gout should have appeared so early in life. That was a mere threatening. Now the admiral had a regular attack. He was only forty-six. Condolences and advice arrived from all directions.

Lord George Cavendish[8] sent him a prescription. The Dean wrote to advise against quack medicines of all kinds. "William, and Cholmley of Howsham,[9] take cart-loads of calomel. So do not you. A first fit is a

[8] Afterwards created Earl of Burlington.

[9] Mr. H. Fane, who married Catherine Cholmley, of Whitby and Howsham, in 1774, and took the name of Cholmley. He died in 1809. Catherine, the heiress, was daughter of Nathaniel Cholmley, of Whitby and Howsham, by Catherine, daughter of Sir Rowland Winn, of Nostell. Her stepmother was Henrietta, daughter of Stephen Croft, of Stillington, and aunt of young Croft in the *Centaur*.

trifle to what comes after." Mr. Law wrote the best advice. "I am sorry to hear from William that you are suffering from an unequivocal fit of gout. I think you have had symptoms before, but not a regular fit. It is, I am persuaded, a distemper of the stomach, and whatever sets that right is good for it—moderate exercise, plain food, little wine, in short whatever promotes general health. The heartburn belongs to the gout; to prevent it I am obliged to leave off beer of all kinds, certain wines, much fruit, and salads. When I transgress I generally feel the effects of it more or less."

The year 1808 brought another sorrow. Anne Markham, the gentle sympathetic girl of the *Centaur* days, was called away. "October 4th. The post brought me the sad news of dear Anne's death.[1] She had a fall out of the garden-chair on Saturday, from which time she kept her bed. She died yesterday at twelve o'clock in the day at Roehampton, where she was staying. She has been suffering near a year. I had a long account of poor Anne's seizure from Josephine. She has left 3000*l.* to Mrs. Barnett, 1000*l.* to Josephine, 500*l.* to Bess, 200*l.* a piece to each of the Kelly girls,[2] and all the rest to Cecilia, except her watch, which goes to Josephine."

Anne was buried on October 11th, 1808, in her father's grave in the north cloister of Westminster Abbey.

Cecilia, the youngest of the archbishop's children,

[1] She was born May 25th, 1778, and baptized at St. George's, Bloomsbury, on June 10th. Her age was thirty.

[2] Probably daughters of the Rev. G. D. Kelly, in the same election at Westminster with Dean Markham, and afterwards Canon Residentiary of York, 1804-23.

born on February 9th, 1783, and now therefore twenty-five, was thus left alone with her mother. But she had been engaged for some time to the Rev. Robert P. Goodenough, Rector of Carlton, in Nottinghamshire, and son of the Bishop of Carlisle, who had been chaplain to her father. He was thirty-three. They were married on December 6th, 1808, and went to Rochampton for a few weeks before going to Carlton.[3]

The year 1809 was passed very happily at Ades and in London. In March they took a house at No. 2, Queen Street for a few weeks, and the admiral sat for his picture to Sir William Beechey.[4] On May 11th his wife went to sit with him at the studio. It is a fine portrait, rather old-looking for his age, and with an anxious expression, but on the whole pleasing and life-like.[5] He holds the bill for a Commission of Naval Enquiry in his hand.

They passed the summer and autumn and most of the next year at Ades, only paying a visit to old Lord St. Vincent at Rochetts, and to Barrington. They were getting more and more attached to their home,

[3] Mr. Goodenough, who had been for some years tutor and censor at Christ Church, died in 1826. His younger brother, Edmund Goodenough, was head master of Westminster, 1819-28, and Dean of Wells, 1831-45. He was father of the late Commodore Goodenough, R.N., C.B.

Cecilia Goodenough, on her husband's death, removed to a house at Heath, near Wakefield. She died there on March 30th, 1865, aged eighty one. She had nine children, of whom three sons and four daughters grew up.

[4] The picture was for Lord St. Vincent, who, however, gave it to Admiral Markham eventually.

[5] Now at Morland. A copy, by Mrs. Montgomery, and a pencil sketch are at Bessels Green.

and absorbed in their children, although parliamentary duties still called the admiral away occasionally. Then there was a daily letter—"Make the boys get their five declensions well by heart, also *qui, quæ, quod*, perfect." In 1810 they were almost entirely at Ades. The admiral's sister and her husband, Mr. and Mrs. Ewan Law, came to live at Horsted, only a few miles from Ades, in this year, and they had visits from Osborne and Lady Mary. They were very happy. All was bright and pleasant in their lives. He had won the rest he had yearned for, and she was peacefully content in his love. Mrs. Markham was much beloved by her neighbours, rich and poor.

But the end had come. The Honourable Maria Markham died in childbirth at the house of her brother, Lord Dynevor, in Dover Street, on December 22nd, 1810, aged thirty-seven. The man-child died two days afterwards. She was buried on the 29th in that same north cloister of Westminster Abbey, where so many of her husband's kindred rest.[6] She was placed beside that good old second father whom she had loved so well, and by that affectionate girl who had been her early friend.

The bright, warm-hearted, clever companion, with her kindly forethought and tact, was gone for ever. The happy home, enjoyed for so few years, was desolate. The husband was left, in a life now all dark and clouded to the end, to face his duties for her sake; and he did so manfully enough.

[6] Her brothers and sister long survived her. Lord Dynevor died in 1852, aged eighty-seven; the Honourable and Rev. Edward Rice (who was Dean of Gloucester), in 1862, aged eighty-six; and Mrs. Dorrien Magens in 1829, aged seventy-one. The dean married a daughter of General Lascelles, brother of the first Earl of Harewood, and from him descends the present Lord Dynevor.

Other losses followed. The good, kind old mother died in Mortimer Street, aged seventy-five, on January 26th, 1814, and was buried in the north cloister by the archbishop's side, on February 3rd.[7] A month later and young Lady Mary Markham was no more.[8] She died in Park Place, St. James's, aged thirty-six, on February 27th, 1814, and was buried in the north cloister also, on March 3rd. A white marble mural tablet, with a Latin inscription, was put up to her memory.[9] The admiral's eldest brother, William, died at Becca on January 1st, 1815, and was buried at Aberford. His had been a life of much suffering.[1]

[7] By her Will she divided her property equally among her daughters, and left a marble bust of the archbishop to the Dean of Christ Church, Oxford for the time being, to be placed in the college library.

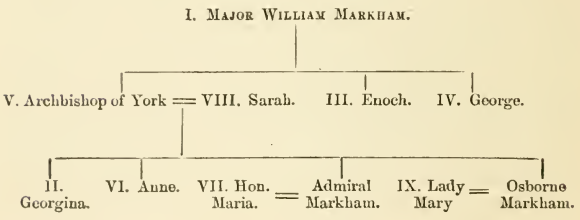
[8] Osborne Markham had two children by Lady Mary Thynne. Mary, born September, 29th, 1812; married on June 18th, 1834, to Philip C. Sheppard, Esq., and left a widow in 1879 with fourteen children. Osborne, born February 8th, 1814, at Westminster School; entered the army in 1831, captain in the 32nd Regiment. He died unmarried on November 13th, 1847, aged thirty-three.

[9] The date on the inscription is February 8th, which is a mistake.

[1] There is a portrait of Mr. Markham, when a young man, by Gainsborough, and a miniature *penes* Clements R. Markham.

MARKHAMS BURIED IN THE NORTH CLOISTER OF WESTMINSTER ABBEY.

I. Major William Markham, buried June 1st, 1771.
II. Georgina Markham, buried June 1st, 1793.
III. Colonel Enoch Markham, buried January 26th, 1801.
IV. George Markham, buried February 6th, 1801.
V. Archbishop of York, buried November 11th, 1807.
VI. Anne Markham, buried October 11th, 1808.
VII. Honourable Maria Markham, buried December 29th, 1810.
VIII. Mrs. Sarah Markham, buried February 3rd, 1814.
IX. Lady Mary Markham, buried March 3rd, 1814.



BAPTISMS IN WESTMINSTER ABBEY.

William Markham, May 3rd, 1760.
David Markham, September 23rd, 1766.

CHAPTER XXI.

THE END.

Admiral Markham became a widower at the age of forty-nine. He continued to live at Ades, and to face his sorrow for the sake of his children. He often went to see his grand old chief at Rochetts, and he attended to his parliamentary work. But all the pleasure of life was gone for ever.

In 1812, after the assassination of Mr. Perceval, there was a general election. The admiral went down to Portsmouth, and he and Sir Thomas Miller were re-elected. But Sir Thomas died in 1816, and Mr. John Carter became the second member. Mr. Carter[1] had been Mayor of Portsmouth, and the admiral's chief supporter in the borough. He was now to be his colleague for the next ten years. In March, 1813, Admiral Markham carefully discussed the Navy Estimates. In 1816 he took part in several debates in the House of Commons, relating to naval affairs. He made a strenuous effort in a speech, during the consideration of the Navy Estimates, on March 25th, 1816, to get wounded pensioned officers in the navy placed on the

[1] He became Mr. Bonham Carter in 1829, and sat for Portsmouth from 1816 to 1838. His son is John Bonham Carter, Esq., of Adhurst, St. Mary; M.P. for Winchester, 1848-74; Lord of the Treasury and Chairman of Committees.

same footing with their brethren in the army of the same rank; and to secure a better position for old lieutenants. His speeches produced a perfect shoal of grateful letters.

In 1818 there was another dissolution. The contest was fought with unusual bitterness, and although half the constituencies were at the disposal either of the government or of some rich man, yet there were a hundred contested elections; Brougham had the audacity to fight Westmoreland against the Lowthers, and at Westminster Romilly was returned at the head of the poll. In the city four opposition members were returned. Since his retirement from office, Admiral Markham had belonged to the party of Lord Grey, his old chief at the Admiralty. He always voted with Lord Althorpe and Mr. Tierney on questions relating to the reform of administrative abuses. So the government determined to turn him out of Portsmouth. They sent down Admiral Sir George Cockburn to contest the borough. The sitting member found himself opposed by men like Mr. Cuthbert, a clerical alderman,[2] who had always supported him, and now turned round from interested motives. He was disgusted and wearied. He told them that he had been elected for

[2] The Rev. George Cuthbert's grandfather was John Cuthbert, Esq., of West Herrington, in Durham, who was Recorder of Newcastle. His father was Dr. Cuthbert, physician to the garrison at Portsmouth, who married Anne, daughter of the Rev. Evan Jones, Vicar of Portsea. Dr. Cuthbert died, aged sixty, in 1772, leaving an only son, the Rev. George Cuthbert, a Prebendary of York, Rector of Shawcum-Donnington, in Berkshire, and an Alderman of Portsmouth He died in 1826, aged seventy-seven. A mural tablet to the memory of father and son, with their arms (azure on a fess gules, three cross crosslets fitchée or), is on the south wall of the chancel of St. Thomas's church, at Portsmouth.

seventeen years, in five successive parliaments, and that he declined a contest. He told Cockburn that, if it could have been avoided, he would have preferred that the man who turned him out should not have been a personal friend and an old messmate.

Admiral Markham had sent his three boys to Westminster. He now determined to put Jack and Rice in a *pension* in France for masters, while Fred remained at school. They were lads of sixteen and seventeen. On September 7th, 1818, the father and two sons left Brighton for Dieppe in the *Neptune* packet of seventy tons, and landed after a passage of fourteen hours. They then went on to Paris in a diligence, resting a day at Rouen on the way. The admiral found his brother Robert and family at Paris, and Lord and Lady Mansfield established in a house called Belle Vue, near Sevres. They were much in French society, and at the court of Louis XVIII.

Leaving Paris on the 22nd, the admiral and his sons reached Nancy on the 30th, and the lads were established with the family of a M. Ferry. They were to have masters for French, fencing, and dancing, and Mr. Middleton, their English tutor, was to attend to their other studies. The father lingered long with them, and could not tear himself away until the end of October. "October 29th. Took leave of the boys with an aching heart, and left them to the care of Almighty God." He returned by Rheims and Amiens to Boulogne, where he took a glass of brandy, the first spirits he had tasted for thirty-three years—that is, since 1785.[3] He reached home in November, where

[3] When he was in the *Sphynx* in the Mediterranean.

his little daughter was beginning to be a companion and a great comfort to him.

On April 22nd, 1820, Admiral Markham lost his sister Elizabeth, Mrs. Barnett, to whom he was much attached. She died at Florence, aged fifty-five, leaving a son and daughter.

On the death of George III. there was another dissolution. The people of Portsmouth were ashamed of the way they had treated their old member. He received such a pressing invitation to stand again, that he consented. Sir George Cockburn had to go about his business, being destined to fail once more at Portsmouth in 1837. On March 9th, 1820, Admiral Markham was triumphantly returned at the head of the poll, with Mr. Carter as his colleague. The new parliament met on July 21st and expired of extreme old age in 1826, so that the Admiral remained unmolested in his seat for the remainder of his life. His coachman, named Anscombe, is still living at Chailey, and remembers driving the Admiral every year to Portsmouth by way of Chichester, where until 1819 he had an old friend in Admiral Sir George Murray.

An event took place in the following year which united Admiral Markham still closer to his old chief. His brother Osborne was married, in June, 1821, to Martha Jervis, one of Lord St. Vincent's two grand-nieces. The earl's nephew, the eldest son of his sister, Mrs. Ricketts,[4] had assumed the name of Jervis

[4] Mary, daughter of Swynfen Jervis, of Meadford, married in 1757 William Ricketts, of Canaan, in Jamaica, who died in 1797. Her children were Captain W. H. Jervis, R.N., drowned in 1805; Edward, second Viscount St. Vincent; and Mary, Countess of Northesk. She died in 1829, aged ninety-six.

on the creation of the viscounty in 1801, and was a captain in the navy. By his wife, Lady Elizabeth Lambart, daughter of the 6th Earl of Cavan, he had two daughters—Martha born in 1795, and Henrietta. Captain Jervis was in command of one of the ships forming the Brest blockading squadron in 1805, and was drowned, owing to his boat having been capsized in passing from one ship to another in a heavy sea, on January 26th. The two orphans were the special care of the old earl, and the younger brother of Captain Jervis succeeded as heir to the viscounty.[5] The younger of the two girls became the wife of Captain E. Palmer, R.N., in 1817; while the elder was married to Osborne Markham in 1821.

Old Lord St. Vincent lived for nearly two years after this marriage. He never served after 1807, but his faculties remained clear to the last, and he continued to take the deepest interest in the welfare of the navy, in the progress of liberal ideas at home, and of liberty on the continent. Old naval friends constantly visited him, including Admiral Markham; and his deathbed was attended by Sir George Grey, his old flag-captain, Dr. Baird, his trusty surgeon in the blockading fleet, and his faithful secretary, Mr. Tucker.[6] His niece and her husband, Mr. and Mrs. Osborne Markham, were also at Rochetts when he died on March 13th, 1823. He bequeathed his seat at Rochetts, in the parish of South Weald, near Brent-

[5] From whom the present Lord St. Vincent descends.

[6] Lord St. Vincent intended Mr. Tucker to write his life, but he died in 1830. By the desire of the family the task was undertaken by his son, Mr. Jedediah S. Tucker, and the "Memoirs of Lord St. Vincent" (2 vols. Bentley) were published in 1844. Mr. Jedediah Tucker died in 1855.

wood, in Essex, which was his favourite and constant residence, to his eldest niece, Mrs. Markham. She took the name of Jervis in accordance with an injunction of the Will, and she and her husband continued to live at Rochetts.[7] Here Admiral Markham often visited them in the last years of his life.

The Admiral lost his brother George in 1822. The Dean of York died suddenly at Scone Palace in Perthshire, the seat of his brother-in-law, Lord Mansfield, on September 30th, leaving two sons and seven daughters. As dean he devoted all his energies to the duties of his post, and especially to the repairs and improvement of the minster. Before long he had so improved the estates devoted to the support of the fabric, that he was enabled to provide funds for carrying out extensive and solid repairs. In 1809 he renewed the roof of the north transept. In 1813 he restored the ancient chapel of the palace of the archbishops, and fitted it up for the reception of the large and valuable library of the Dean and Chapter. In 1814 he obtained the removal of a long range of unsightly buildings from the north side of the minster, and lowered the ground at the west end, so as to admit of a fitting entrance to the noble edifice. In the four years following 1817, almost the whole of the south side underwent complete repair and restoration; and in the course of Dean Markham's tenure

[7] Mr. Osborne Markham died at Rochetts on October 22nd, 1827, and was buried at South Weald, where there is a monument to his memory in the church. By Mrs. Jervis he had a daughter, Martha, born in London on March 2nd, 1824. In 1848 she married the Rev. William Henley Pearson, son of the Dean of Salisbury, and had a daughter, Honora, married to Mr. Lysons. On the death of her mother, in 1865, Mrs. Pearson took the name of Jervis. Her husband died on January 27th, 1883.

the minster was made to assume, in its exterior, the appearance it now presents.[7] During this time his exertions never ceased; he pursued an untiring course, and was eventually rewarded by seeing his cathedral the best-conditioned, at that time, in the country. He was an excellent preacher, with a melodious voice and good delivery. He had a large fund of original humour, and his deanery in the minster yard [now gone] was the centre of genuine hospitality and kindness.[8] The dean's five unmarried daughters came to live at Ightham in Kent.[1]

Frederick, the Admiral's youngest son, had entered college at Westminster in 1820, and remained there until 1824, when the Duke of York gave him a commission in the 32nd Regiment. Brave, persevering, active, with a well-knit wiry frame and strong constitution, he was a general favourite, and every one lamented the way in which he was obliged to leave Westminster. It appears that a good deal of drinking had been going on among the senior boys, and the head master had declared that the next case that came before him would be visited with expulsion.

Some seniors had been on the river for a long pull, in April, 1824, and on returning, being very thirsty, they stopped at the Stairs and had some porter. Fred drank freely, and, to the surprise of the others, was quite overcome. He must have been ill or had a

[7] His clerk of the works was Mr. Schute.

[8] There is a portrait of the dean at 45, Welbeck Street, and a copy, painted by his daughter Sarah, at Bessels Green.

[1] Afterwards removing to Bessels Green, near Sevenoaks. Cecilia married the Rev. George Montgomery in 1827, Anne to Major Chadwick in 1825, and Frederica to Captain Haviside in 1838. Harriet, who died in 1872, and Sarah were never married.

slight sunstroke. On reaching college his friend, Henry Sanders, had him put to bed, and all would have been well. But most unexpectedly names were called at a very unusual hour, and Sanders was obliged to say that Fred was ill, and could not answer his name. The case was reported to the head master, and expulsion followed, although this was not a case of deliberate intemperance and disobedience, but an accident which might have been looked over. The case was never fairly investigated. It was assumed that there had been drinking in college, which was what the head master wished to stop; but this was not the case. The letter, not the spirit, of the threat was acted upon. It was the more serious because the time for going to Oxford was close at hand. Fred was sent down to Ades, and "one of the monitors, H. Sanders,[2] who has more influence with him than any one," accompanied him, on April 25th.

Fred remained in the drive while young Sanders went in and broke the cause of his visit to the Admiral. Soon after Fred followed, and the only remark his father made was, "Well, Fred, I won't reproach you; for you have done nothing dishonourable." The admiral considered that his son had been treated with harshness, and he told the head master,[3] "I view the

[2] Henry Sanders was born in 1807, and got second into college at Westminster in 1820, in the same election with Fred Markham. He went as a student to Christ Church, Oxford, in 1824, and was second class in classics in 1827. He graduated M.A. in 1830, and entered holy orders. He was head master of Blundell's Grammar School, at Tiverton, and in 1847 became Rector of Sowton, in Devonshire. In 1876 he was appointed Canon and Archdeacon of Exeter.

[3] Dr. Edmund Goodenough, then head master, felt that he was pledged to the extermination of the habit of drinking, and the fact of

case in a very different light from that in which you see it." So did others, and the Duke of York, as soon as he heard of the Admiral's trouble, promised Fred a commission in the army. It was signed within three weeks, on May 13th, 1824.

As it happened, the change was the best thing that could have taken place. Fred was intended for a soldier, not for a student. He was not a lover of books or mental exertion. He was a boy of action, foremost in sports and games of all sorts, and a capital hand with the gloves. He was destined for a most honourable and useful career in the army. His brother Rice had been at Oxford, had entered holy orders, and was curate at Chumleigh, in Devonshire.

The Admiral was now past sixty, and he felt that his health was breaking fast. On April 19th, 1826, on the eve of a general election, he addressed a letter to the Mayor of Portsmouth, stating that failing health would prevent him from standing again. "I was elected member for Portsmouth in 1801, since which time I have continued to represent the borough in Parliament, with the exception of two years. Almost every year, besides being seven times elected, I have attended the annual choosing of the Mayor of the borough."

At a Common Hall convened by David Spicer, Esq., the Mayor of Portsmouth, the following resolution

Frederick being the son of a friend probably made him feel more inexorable; he, however, acted hastily. Dr. Goodenough (brother of the husband of the Admiral's sister Cecilia) was a most generous-minded, warm-hearted man, and an accomplished scholar. Born in 1785, he got head into college at Westminster in 1797, and proceeded to Oxford, 1801. He was head master from 1819 to 1828; Prebendary of Carlisle, 1826, and of Westminster the same year; Dean of Wells, 1831. He died, Dean of Wells, in 1845.

was unanimously passed: "Resolved that the mayor, aldermen, and burgesses present their warmest acknowledgments to Admiral Markham for his honourable and disinterested conduct during the many years he has represented the borough in Parliament."[4] Thus his parliamentary career, extending over a quarter of a century, came to a close.

His own end was fast approaching. He made his Will on May 4th, 1826. The medical advisers to whom he went did not understand his complaint. They recommended change of scene, and the distraction and amusement of travel. He went with his eldest son and daughter and niece Harriet (the dean's daughter), more to please them than from any expectation of deriving benefit. Starting from London to Calais on May 17th, 1826, he received much attention in embarking from Captain Richbell, his old first lieutenant in the *Centaur*, who was then head magistrate of the Thames police. A very pleasant

[4] The new member, in Admiral Markham's place, was Sir Francis Baring (then Mr. F. Baring); and Baring and Carter were returned from 1826 to 1838, when Mr. Bonham Carter died. He had sat since 1816, for twenty-two years, but not so long as the admiral. Charlie Napier stood unsuccessfully in 1832 and 1835, and Sir George Cockburn again in 1837. In 1841 Sir F. Baring and Sir George Staunton were returned, and in 1852 Sir F. Baring and Lord Monck. In 1857 a Conservative got in, for the first time, in the person of Sir James Elphinstone, with Sir Francis Baring. Sir Henry Keppel stood unsuccessfully in 1859. Sir F. Baring retired in 1865, and was created Lord Northbrook. He had sat for Portsmouth during forty years. In 1866 the members were Stone and Gasele; in 1868, Stone and Elphinstone. In 1874 the Honourable J. C. Bruce took Stone's place. In 1880 the Honourable J. C. Bruce and Sir Drummond Wolff were elected, both Conservatives—Captain Verney being the unsuccessful Liberal candidate. The numbers were, Wolff, 6683; Bruce, 6653; Verney, 6040. So that Admiral Markham is the last naval man who has represented this essentially naval borough.

passage brought them to Calais, where the Admiral bought a landau for 80*l*. In this they drove, by Dunkirk, to Bruges. Here the Admiral was taken very ill, with oppression and difficulty of breathing. On May 22nd he was at Ghent, and on the 24th, on reaching Antwerp,[5] he found his young nephew, Lord Stormont, and visited the churches with him. The party then made their way, by Brussels, Namur, and Liege, to Aix la Chapelle, where the Admiral became so ill that he determined to return at once to England. At the "Levrier" Inn, at Maestricht, the invalid met with the most careful attention to all his wants from the kind-hearted old landlady. Thence they went by Brussels to Ostend, and returned home. He at once improved, and was cheered up by the affectionate welcome he received, and by the comfort of English country houses. He spent five weeks with the Mansfields, at Caenwood, four with his brother Osborne, at Rochetts, a fortnight at Hammerwood and Horsted, experiencing the greatest affection and kindness. He was still recommended to travel, and to pass the winter in Italy. He consented reluctantly. Those visits were his final farewell. He himself felt no hope. On September 16th, 1826, he left Ades for the last time, with his son John and daughter Maria as travelling-companions.

The last parting was with his son Rice. "I saw this kind and affectionate youth leave me with an agony that I cannot express, since I feel a presentiment that I shall never see him again. My age, my disorder, all operating on my mind to a conviction that I shall never

[5] They went to the "Grand Laboureur," which was the Antwerp hotel in those days.

return. Nor indeed would I have thought of going on this expedition to save my own carcase for, perhaps, a few short months or even years, which I do not expect; but a sense of duty to those who accompany me leads me to comply with their wishes. They vainly imagine that I shall receive benefit from the journey."

Landing at Boulogne, they were at Paris on September 20th, at Dijon on the 29th, Geneva on October 2nd. Crossing the Simplon, they reached Milan on the 14th, Pavia on the 17th, and Genoa on the 18th. His daughter wrote: "We arrived at the hotel at Genoa. The entrance to it struck a gloom into all of us, and a kind of presentiment into papa's mind." In driving to Rome the carriage was upset, and the invalid was much shaken, while his son was seriously hurt. They rested at Rome during December, and arrived at Naples in January, 1827.

Admiral Markham died at Naples on February 13th, 1827,[6] attended by his eldest son and his daughter. His age was sixty-five years and eight months. He was buried at Naples.

The narrative of his life gives a sufficient view of his character and ability. Honourable, brave, warm-hearted, and generous, he was also gifted with some talent, and great application. He was actuated by single-minded zeal for the public service. He was not prudent or cautious, and in his energetic co-operation in the reforming measures of Lord St. Vincent he made many enemies. But he himself never showed

[6] Ten days before, on February 3rd, 1827, young Lady Emily Montagu had died at Naples, aged twenty. She was buried at Genoa, with her sister, who died there in 1815.

continued hostility to any one. He knew that, as a rule, it was the system, and not those who worked it, that was in fault. He had only moderate opportunities of distinction, but when they came in his way he seized and secured them. He rejoiced heartily at the greater opportunities which were enjoyed by professional friends and acquaintances. There was not a particle of jealousy or vanity in his composition. In this respect he was like his father. He did useful service in the navy, and his labours in the Admiralty and in Parliament were productive of permanent good. His zeal for the public service, and hostility to corruption and jobbery, made him enemies; for he was fearless and regardless of consequences to himself in his denunciation of abuses. He was hated by permanent officials. Hence his services never received due recognition. Lord St. Vincent was so angry at the way the distribution of honours was jobbed when the new grades of the Bath were created in 1815, that he never would wear the new Grand Cross, sticking to his old K.B. But Admiral Markham was quite unconcerned, and, so far as appears from his correspondence, he never even gave the matter a thought. Had he lived three years longer, his good services would have received proper recognition from his old chief, Earl Grey.

John Markham never forgot a friend, and his friends were not confined to his own rank in life. One of his earliest was the old carpenter of the *Perseus;* among those for whose benefit he took most trouble, in later years, were the children of seamen who had been his shipmates. He formed many enduring friendships, and was capable of exciting and maintaining feelings of warm attachment. His affection for his relations was deep and strong. He loved passionately, but

wisely, and only once. Though he does not stand out prominently in his generation, yet he is an example of one who did the work he found before him with all his might, without self-seeking and without fear. Such an example can never be wholly without its use to others.[7]

[7] Admiral Markham made his Will on May 4th, 1826. He left Ades, all his landed property in Sussex, and his grant in New York State, to his eldest son John, and made him residuary legatee. To each of his three younger children 8000*l.* from the Marriage Settlement money. To his daughter her mother's jewels and books. To the housekeeper, Sarah Lupton, 200*l.* His brother Osborne and brother-in-law, Mr. Dorrien Magens, were appointed guardians to his daughter until she came of age.

Executors – Osborne Markham, Esq., M. Dorrien Magens, Esq., and his son John. The Will was proved on June 7th, 1827.

APPENDIX.

THE ADMIRAL'S CHILDREN.

Admiral Markham left four children by his wife, the Honourable Maria Rice—John, Rice, Frederick, and Maria, aged respectively twenty-six, twenty-four, twenty-two, and twenty at the time of their father's death.

John Markham was born on October 27th, 1801, at the Admiralty, and was educated at Westminster School. He attended his father on his death-bed at Naples. He inherited Ades. He let the place to the Honourable General St. John, and afterwards to Mr. T. Clarke, who died there in July, 1837. In November, 1837, he sold Ades to Mr. Ingram,[1] who died there in 1839; and was succeeded by his son. In 1837 he visited his brother Frederick and the 32nd Regiment in Canada. In his later years he lived with his brother, the Rev. W. Rice Markham, at Morland, in Westmoreland. Thither he brought all the family papers and household treasures of Ades. He died at Morland on January 23rd, 1883, aged eighty-two, and was buried there. He was never married.

William Rice Markham was born at the Admiralty on February 3rd, 1803, and was educated at Westminster School. Having taken his degree at Oxford, he entered holy orders, and was curate at Chumleigh, in Devonshire. On March 11th, 1827, he became Vicar of Addingham, in Cumberland, and in 1828 Vicar of Morland, in Westmoreland, being presented by the Dean and Chapter of Carlisle. He married first, on November 29th, 1838, Jane, daughter of H. Tulip, Esq., of Brunton and Walwich Hall, in Northumberland. She died in 1839. On June 21st, 1840, he married secondly, Jane, daughter

[1] Mr. Ingram's son, James Ingram, Esq., of Ades, married a daughter of Admiral Markham's niece Elizabeth Law, who was the wife of the Rev. P. G. Crofts.

of Nathaniel Clayton, Esq., of Chesters, in Northumberland, by whom he had an only daughter. Mrs. Rice Markham died on July 2nd, 1871, aged seventy. The Rev. William Rice Markham died at Morland on March 27th, 1877, aged seventy-four, and was buried there. A marble tablet has been erected to his memory on the north wall of the chancel.

Maria, his only child, was born on October 31st, 1842. On April 20th, 1868, she married Captain Francis Markham, now of Morland. He is her second cousin, son of Colonel William Markham of Becca, and grandson of Mr. William Markham of Becca, the eldest brother of Admiral Markham. Francis Markham was born at Becca on October 31st, 1837, and was educated at Westminster School. He entered the Rifle Brigade on March 16th, 1856, and became a lieutenant on June 3rd, 1857. He was at Malta, 1860-61; Gibraltar, 1864; instructor of musketry at Fleetwood, 1865; aide-de-camp to General Sir A. Horsford, K.C.B., at Aldershot, in Ireland, and at Malta. Captain on January 5th, 1870. He sold out in 1872; J.P. of Cumberland, J.P. and D.L. of Westmoreland. There is a portrait of him, by Graves, at Morland. Their children are:—

1. Frederick Rice, born at Morland, February 25th, 1869.
2. Cecil Barbara Marjory, born at Malta, April 14th, 1871.
3. Evelyn Jane, born November 20th, 1872, at Morland.
4. Alfred John, born September 29th, 1875, at Morland.
5. Mabel Frances, born at Morland, July 22nd, 1879.
6. Francis William Evelyn, born at Morland, October 5th, 1818.

Frederick Markham was born at Ades on August 16th, 1805. He was educated at Westminster School, and entered college in the election of 1820. He acted Syrus in the Adelphi in 1823. He received a commission as ensign in the 32nd Regiment from the Duke of York on May 13th, 1824, and continued in the same regiment until he left it as a Major-General. He became a lieutenant on October 22nd, 1825; captain on April 16th, 1829; and major on September 28th, 1830. On March 17th, 1830, there was a quarrel in Nassau Street, Dublin, between Mr. Standish O'Grady, a barrister, and Captain Smith of the 32nd. O'Grady sent a challenge to Smith by Captain Macnamara, of the 8th Hussars, and Smith referred him to Markham. The meeting took place at six a.m. next morning, and O'Grady fell. He died next day. Smith and Markham were tried, found guilty of manslaughter, and sentenced to imprisonment in Kilmainham Gaol for one year. Judge Vandeleur, in passing sentence, said that the conduct of the prisoners when in the field was such as to leave no imputation on their characters.

In 1834 Major Markham went to Canada with his regiment. In March, 1837, a rebellion broke out, led by Papineau. The insurgents were posted at the villages of St. Denis and St. Charles, on the right bank of the River Richelieu, and seven miles apart. St. Denis is sixteen miles from Sorel. On November 22nd, Colonel Gore, with the 34th and one 6-pounder, left Sorel for St. Denis, and arrived at ten a.m. after a harassing march of twelve hours over roads almost impassable owing to heavy rains. 1500 insurgents were posted in the village, with barricades across the road, flanked by buildings, from which a severe fire was opened on the troops Gore was compelled to retire with a loss of six men killed and ten wounded. Colonel Wetherell was, however, successful in his attack on St. Charles. Markham was wounded in four places at St. Denis.[2] One of the bullets remained in him until his death. In Canada he was for a short time on the staff, and he made many expeditions into the forests after moose and bears. On July 22nd, 1846, he became lieutenant-colonel, took his regiment out to India the same year, and commanded the second brigade at the first and second siege operations before Múltan, where he was wounded.

A large canal, called Wali Muhammad, runs past the western side of Múltan, and the eastern side of the village of Suraj-kund. It was about thirty feet wide and deep, ten feet of the depth consisting of bank above the level of the country. Lieutenant Glover had dammed up the canal mouth at the Chenab in September, 1848, and it thus became an immense dry ditch. The English position of General Whish was at right angles to the ditch, and his extreme right a mile from it. Irregulars held the key of the position, the village and bridges of Suraj-kund. On November 1st, Múlraj occupied the line of the canal with his whole army, and erected batteries on the high banks, opening fire on the flank of the irregular camp, which they completely raked. The fire was returned, but without effect, and it was resolved to expell Múlraj's army at the point of the bayonet.

"Brigadier Markham commanded the attacking column, than whom there was no better soldier in that army. It consisted of four troops of 3rd brigade horse artillery, two squadrons of the 11th light cavalry, forty sappers, six companies of the 10th, and six of the 3rd foot, eight companies of the 8th, 49th, 51st, and 52nd native infantry."

"On November 7th, Markham led this column over the bridges

[2] For a good account of the affair at St. Denis, see "Life and Recollections of C. M. Davenport, Major 66th Regiment." (Hatchard, 1869. Privately printed.)

across the canal in open column, flanking the enemy's position, brought shoulders forward to the left, and proceeded directly across their rear. When he had advanced sufficiently far to insure overlapping the most distant part of their position, he wheeled his column into line, three guns on the right and three on the left, all the cavalry on the right flank. He then ordered the cavalry to attack a large body of the enemy moving to our right, to prevent their removing their guns. Major Wheeler charged them, then swept the whole front, and speedily reformed in good order on the left, then moving off to cover the right."

"Then Markham charged with the whole line, and took the position, capturing all the guns, and driving the enemy across the dry bed of the canal with great loss. The time from wheeling into line to routing the enemy was one hour. He destroyed their batteries and returned to camp. This was the most gentlemanlike battle ever fought. A mere manœuvre of fine soldiership turned a large army out of a strong position, and routed it, with a loss of five guns."

"There was in this business a celerity of movement in advance, a correctness of eye in seizing the right point to wheel, a decision in wheeling, and a dash in the charge which I never saw troops equal before or since. The enemy was 15,000 strong."[3]

Brigadier Markham was at the storming of Múltan in January, 1849; at the surrender of the fort of Chinlot, and at the battle of Gujrát.

He was an ardent cricketer and an enthusiastic sportsman. When the second Punjab war was over, he received the Punjab medal, with two clasps for Múltan and Gujrát,[4] a Companionship of the Bath, and was made aide-de-camp to the queen. He was gazetted colonel on August 2nd, 1850.

In April, 1852, he went on a long shooting excursion in the Himálayas, as far as Ladak, bringing back many trophies in the shape of skulls and horns of the great *Ovis Ammon*,[5] the burrell, the gerow, ibex, and musk-deer. His companion was Sir Edward Campbell, Bart., of the 60th Rifles, a good artist. In 1854 was published, by Bentley, "Shooting in the Himálayas: a Journal of Sporting Adventures and Travel in Ladak, Tibet, and Cashmere. By Colonel Fred Markham, C.B., 32nd Regiment" (pp. 375, large 8vo). With illustrations by Sir Edward Campbell, and a map.

In January, 1852, Colonel Markham went with the 32nd to

[3] Herbert Edwardes.

[4] Now at Morland.

[5] Now at Morland.

Peshawur, and went home by way of the Indus and Bombay in February. He landed in England in May, 1852, after an absence of six years. In March, 1854, he again went out as adjutant general, until he was promoted to the rank of major-general on November 28th, 1854. He was then appointed to the command of the division at Peshawur; but when within two days' journey of that place he was recalled to take command of a division of the army in the Crimea. The gallant officer performed the return journey to Calcutta in the extraordinarily short space of eighteen days, during the hot season. He broke two ribs from a fall, and it was from the excessive fatigue and anxiety of that journey that his fatal illness arose. On his arrival in the Crimea he took the command of the second division, with the local rank of lieutenant-general, from July 30th, 1855. He commanded that division at the attack on the Redan, and was just able to see the fall of Sebastopol when his health became so precarious that he was ordered home. He received the Crimean medal, with the Sebastopol clasp.[6] He arrived at Southampton on October 24th, 1855, and, after a glorious career in his profession, he died at Limmer's Hotel, in George Street, Hanover Square, on November 21st, 1855, aged fifty years and three months. His body was buried at Morland, and a white marble monument was put up to his memory on the south wall of the transept in Morland church by the officers of the 32nd Regiment. He was never married. There is a miniature of him when quite young, in uniform.[7]

Maria Frances Markham was born at Eastbourne on September 13th, 1806. She attended her father on his death-bed at Naples in February, 1827. She died unmarried, on August 12th, 1836, aged twenty-nine years and eleven months.

[6] Now at Morland.

[7] At Morland.

DATES OF ADMIRAL MARKHAM'S PROMOTIONS.

Rear-Admiral .	Blue . .	1804, April 23rd . .	Aged 43
„ „ .	White .	1805, November 9th .	„ 44
„ „ .	Red . .		
Vice-Admiral .	Blue . .	1809, October 25th .	„ 48
„ „ .	White .	1810, July 31st . .	„ 49
„ „ .	Red . .	1813, December 4th .	„ 52
Admiral . .	Blue . .	1819, August 12th .	„ 58
„ . .	White .		

ELECTIONS AS MEMBER FOR PORTSMOUTH.

General Elections.	By Elections.	Colleagues.	Remarks.
..	1801, (Nov. 12th	Admiral Markham and Hon. J. Erskine	Elected on death of Lord Hugh Seymour; being a Lord of the Admiralty.
1802, (July)	..	„ „ „ „	
..	1806, (Feb. 19th)	„ „ Hon. D. Erskine	Election on accepting office as a Lord of the Admiralty.
1806, (Nov. 3rd)	..	„ „ Sir T. Miller (of Foyle).	Dissolved after four months, on April 27th, 1807.
1807, (May 7th)	..	„ „ „ „	Parliament dissolved Sept. 29th, 1812.
1812	..	„ „ 1816, Mr. Carter succeeded Sir T. Miller, deceased.	This Parliament was dissolved June 10th, 1818.
1820, (Mar. 9th)	..	„ „ Mr. Carter .	In 1818, Admiral Markham had retired from a contest. Sir George Cockburn elected 1819-20.
1826, (April 19th)	..	Admiral Markham resigned . . .	Dissolution June 2nd, 1826. Mr. Carter and F. Baring elected.

THREE BOARDS OF ADMIRALTY IN WHICH ADMIRAL MARKHAM SERVED.

1801, Feb. 18th, to 1804, May 15th.	1806, Jan. 26th, to 1806, Sept. 26th.	1806, Sept. 26th, (Commission Oct. 25th) to 1807, Mar. 24th.
I.	II.	III.
Earl St. Vincent . .	Hon. Charles Grey (Lord Howick, April).	Right Hon. T. Grenville.
Sir Thomas Troubridge, Bart.	Admiral Markham .	Admiral Markham.
Captain Markham, R.N.	Admiral Sir Charles M. Pole.	Captain T. F. Fremantle, R.N.
Sir Philip Stephens, Bart.	Captain Sir H. Neale, Bt., R.N.	Captain Sir. H. Neale, Bt., R.N.
Hon. William Eliot .	Sir Philip Stephens, Bart.	Lord William Russell.
William Gartshore, Esq., M P.	Lord William Russell .	Lord Kensington.
	Lord Kensington . .	Mr. Frankland.

TIME IN OFFICE.

	Years.	Months.	Days.
I.	3	3	27
II.	...	8	...
III.	...	5	28
Total	4	5	24

(Four years and a half.)

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